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Hongkong, 9th June, 1913. [782

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Hongkong, 24th April, 1913. [609

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8.00 ,,	,,	10.00 ,, ...	,,	10 ,,
10.00 ,,	,,	11.00 ,, ...	,,	15 ,,
11.30 ,,	,,	12.45 p.m....	,,	15 ,,
12.45 p.m.	,,	1.15 ,, ...	,,	10 ,,
1.15 ,,	,,	1.45 ,, ...	,,	15 ,,
1.45 ,,	,,	2.15 ,, ...	,,	10 ,,
2.15 ,,	,,	5.00 ,, ...	,,	15 ,,
5.00 ,,	,,	8.10 ,, ...	,,	10 ,,

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10.30 ,,	,,	11.00 ,, ...	,,	10 ,,
11.45 ,,	,,	12.00 noon...	,,	15 ,,
12.00 noon	,,	1.00 p.m....	,,	10 ,,
1.00 p.m.	,,	5.00 ,, ...	,,	15 ,,
5.00 ,,	,,	6.00 ,, ...	,,	10 ,,
6.00 ,,	,,	7.00 ,, ...	,,	15 ,,
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ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.
Hongkong, 28th May, 1913. [720

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Both Hotels electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.
REASONABLE RATES.
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A SPECIFIC for sore feet and blistered toes.

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THE HONGKONG DISPENSARY.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 26TH, 1913.

FOR many years there has been growing up an impression that has almost crystallised into a belief that the higher educational system of England, if system it can be called, is altogether inadequate to the requirements of the country. Here and there, parents gifted with a perception of coming events have dared to depart from the paths of orthodoxy in preparing their sons and daughters for the battle of life. But they have formed the small minority. At heart, the Englishman is a conservative being. What was good enough for his fathers, what was good enough for him, is good enough for his children. Hitherto, he has been content to accept the dictation of pedagogues acquainted only with traditional methods and ideas in the education of the young, even though his own experience has awakened in him doubts of the efficiency and usefulness of the system. So long as Englishmen lived a busy commercial life, an insular life with restricted horizons, the suggestions of would-be reformers were scattered upon barren ground; but the British people are a colonising race, and with the breaking down of international barriers the Englishman of the present day is more generally given to foreign travel than his father or grandfather. His sons have sought careers in the colonies, and their experiences and their more enlightened views, coming upon the experience he has gained himself in Continental travel, have helped to arouse him to a sense of the material progress other nations are making and to question whether the ancient educational methods of England are suited to the business and necessities of the present generation. It would be absurd to say that the public opinion of England has been aroused. It will take some time yet to awaken England from her sleep. But it is at least true that greater general interest is being taken in the educational problem so far as it affects the men and women who are the factors in real national progress; and it is a welcome sign of the times that an educationalist of the high attainments and great and varied experience of Dr. H. B. GRAY should have stepped into the arena of public discussion, a professed advocate of radical reformation in the educational system of England. To those who are acquainted with the public school life of England, it is hardly necessary to introduce Dr. GRAY. But there may be others who do not know him as an exhibitioner of Winchester College, a scholar of Queen's College (Oxford), assistant master of Westminster School, Headmaster of Louth Grammar School (Lincolnshire), chairman of the council, headmaster and warden of Radfield College (Berks.), member of the Moseley Educational Commission to the United States (1903), president of the Educational Science Section of the British Association (1909), and more recently a citizen of British Columbia and the promoter of a scheme for settling public school men in Western Canada. When a gentleman of his experience, trained in orthodoxy and obliged for years to apply the fruits of his training to the perpetuation of orthodoxy, comes forward at the end of a long career to declare his emancipation and to condemn the English system of education, root and branch, as he does in "The Public Schools and the Empire," published by Messrs. WILLIAMS & NORGATE, thinking men are compelled to pause and ask whether some better means cannot be devised to train the youth of our country for the stern conflict which has to be waged against the youth of other countries in the present age of commercialism, especially when we foresee a sterner struggle looming ahead as the races of the Orient seek to outrival the Occident. Dr. GRAY is not the only reformer in the field. For one, Mr. H. E. MORGAN (of the well-known Strand firm of Messrs. W. H. SMITH & SON) has delivered several lectures recently which have evoked much discussion in leading London dailies, yet it is remarkable how some human ostriches affect to hide from themselves the true issues at stake. One would almost think that England lived in the backwater of some placid stream instead of in the full tide of commercial life. We are almost persuaded that the bank clerk who is sweating over a ledger or the shipping clerk who is dealing with bills of lading will find life all the sweeter if, in his limited hours of leisure, he is able to seek solace in the classics of ancient Greece and Rome. But how much Greek and Latin does the average man learn in the English public school, or how much does the average passman of the University retain when he passes on to the business career which is to earn his bread and butter and provide him and his wife and children with the necessities of modern life? "If mental gymnastics are required for the youthful mind, surely they are to be found in subjects more likely to be of use in after life. The few scholars who can afford to live in cloistered seclusion may find a thrilling joy in the contemplation of well-turned phrases in a dead language; but life—always too short for most of us—is far too short nowadays to enable our sons and daughters to equip themselves mentally for the inevitable struggle of life if the school syllabus is overloaded, and, as we conceive it, the aim of the educational reformer ought to be directed to economise the school time to give our children the necessary equipment, the more so as they will have to seek their livelihood in increasingly larger numbers outside the shores of Great Britain." The keynote of Dr. GRAY's book (which we commend unreservedly to the perusal of our readers) is to be found in a footnote to a passage in which he asserts that "though it is not denied that substantial reforms have already been, from time to time, effected, the urgency of the times requires not merely reform, but revolution." The footnote runs: "... if England is to hold her own in the front rank of industrial nations, there ought to be definite and organic connection between academic training and the scientific development of commercial enterprises. The influence of semi-ecclesiastical studies, combined with snobbish prejudices against trade among some of the ruling classes, has kept England back to the advantage of Germany and America." To appreciate the full significance of such a remark—even if we may dispute it—one must remember Dr. GRAY's scholastic training and attainments. If one who is a product of the present system, and who has been at the head of a public school to which the term "live" can be fittingly applied, can write of it as he does, is it any wonder that there are thousands of parents in England to-day who are opposed to pedagogic prejudices, even if they are not quite prepared to say where the weak spots of the system lie and where the necessary changes can be effected? It is not quite clear what are the nature and the scope of the reforms Dr. GRAY advocates, but it is clear enough from the body of his book where the gross errors of the present system are to be found; and if it were only possible to put the whole system of education in England into the melting pot we might then get something approximating an ideal system. That, we fear, is now impossible. If reform is undertaken by the State, who are we to recognise as "the State" and what assurance have we that the administrators of the system, not altogether agreeing with it, will apply it to the best advantage? "The State" nowadays, it seems to us, is a party caucus which seeks to manipulate political minorities in order to retain political power and emoluments. "What is good for the people" must now be interpreted as meaning what is likely to maintain the party majority or to alienate the least number of possible political friends and allies. Dr. GRAY, however, is not concerned with political affairs. His aim is to induce the people of England to think for themselves and to adapt the educational system to their common necessities. It should not be possible to write, as he does of Oxford, that "it forms one of the ironies of history that the hub of the greatest commercial nation in the world is out of touch with the hub of its highest education. In Germany, the ablest academical intellects are engaged in exploiting, scientifically and practically, the output of trade. But Germany is not England." He takes us to PLATO for advice, and says that though the ancient philosopher declared that "true education is to be found in the harmonious combination of mental and physical culture, it is noticeable that he does not insist on the knowledge of any dead or foreign language as an integral part of the educative process. A knowledge, for instance, of the hieroglyphic characters of the old Egyptian tongue was not regarded by him as 'a mark of gentility'—as 'something which every gentleman ought to know.'" We should have liked to quote freely from Dr. GRAY's book, but space forbids the pleasure. Enough has been done to indicate his teaching, and we welcome his contribution to a controversial subject of more than ordinary importance to English people, and especially to Colonists, who, like ourselves, are face to face with the realities of life at some distance from the centre of the Empire, face to face with foreign competitors in the strenuous struggle for existence, and realising probably more than the home-staying English parent the qualifications our children must possess if they are to hold their own in that momentous struggle. We should like to have our children trained in English surroundings and in the leavening environment of English traditions, but if the educational pundits of England will not throw off their shackles and seek through the path of freedom from prejudices a more suitable system for the training of our youth, then our children, or our children's children, must be educated out of England, and who will say that the result will not be a loss to that Imperial sentiment, which, after all, is the strongest of all the bonds of Empire?

Some valuable building lots are advertised by Mr. Herbert Dent as for sale on the British Concession at Canton.

Hon. Mr. Claude Severn, Colonial Secretary, has returned to the Colony after eight months' absence on leave.

A private telegram has been received in the Colony from Manila stating that the salved Swedish steamer *Nippon* will not be coming to Hongkong.

Reuter's Tokyo correspondent reports that upon receipt of news of the death of his mother at Shanghai, Mr. Alfred A. Russel committed suicide at Osaka.

Mr. Kengo Mori, who for some time has been Acting Japanese Financial Commissioner, has been appointed Financial Commissioner for the Japanese Government in Europe.

Major-General J. H. Kelly, who succeeds Major-General Anderson, in command of the British troops in South China, arrived by the *Empress of India*. Major-General Anderson leaves for India on Tuesday by a B.I. steamer.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SIR FRANCIS PIGGOTT.

PEKING, July 25th.

Sir Francis Piggott has been appointed to advise the Government in regard to war claims by foreigners, and is proceeding to Shanghai.

[THROUGH REUTER'S AGENCY.]

BRITISH NAVAL MANŒUVRES.

LONDON, July 25th.

The naval manœuvres began with the departure of the enemy's Red Fleet from the Nore. The enemy's fleet extends from Dover to Yarmouth, and has four transports with troops.

Admiral Callaghan, commanding the Blue Fleet, has established his main base between Scapa and Cromarty.

Telegrams from Grimsby report that four transports, strongly escorted, engaged a local flotilla and landed troops this morning.

The umpires' decision as to whether the transports were sunk has not yet been given.

The Red invaders have occupied Grimsby, Cleethorpes and Immingham and captured the Admiralty's oil depôt and two of the most important wireless stations on the coast.

THE AMERICAN TARIFF.

WASHINGTON, July 25th.

The voting upon the Tariff Bill, section by section, has begun in the Senate. The debates are likely to be prolonged, but the passing of the Bill is regarded as certain.

THE PLURAL VOTING BILL.

LONDON, July 25th.

The House of Lords have adopted a motion brought forward by Lord Peel declaring that the House is not prepared to accept a Bill dealing only with plural voting and not attempting to remove the serious imperfections of the present electoral law.

The House rejected the Plural Voting Bill by 166 votes to 42.

WEDDING OF PRINCE ARTHUR OF CONNAUGHT.

LONDON, July 25th.

Prince Arthur of Connaught's wedding with the Duchess of Fife will take place on October 15th next.

It is reported that the Prince of Wales will be the best man, and Princess Mary one of the bridesmaids at the wedding.

SHOOTING AT BISLEY.

LONDON, July 25th.

The tie between Sergeant Ommundsen and Captain Marchmont of the 1st London Fusiliers for the Bronze Medal has been shot off, the former winning.

FURTHER SUFFRAGETTE ARRESTS.

LONDON, July 25th.

A crowd of Suffragettes entered St. Stephen's Hall to present Mr. McKenna with a memorial on the "Cat and Mouse" Act.

They resisted the police, and, while being removed, attempted to make speeches.

Mrs. Pethick Lawrence and two others were arrested.

MRS. PANKHURST LIBERATED.

Mrs. Pankhurst has again been released from prison.

DEATH OF A DISTINGUISHED GENERAL.

LONDON, July 25th.

The death is announced of Lieut.-General Sir William Bellairs, K.C.M.G., at the age of 85 years.

[The deceased officer, who entered the Army in 1846, had seen considerable active service. He served with the 49th Regiment and on the Staff throughout the Crimean campaign, 1854-56; was D.A.G. throughout the Kaffir War, 1877-78; in command of the combined forces on the east frontier during the Gaika rebellion; and served throughout the Zulu campaign of 1879. He was Brigadier General commanding the forces throughout the defence of the Transvaal Garrisons and three months' siege of Pretoria. In 1880 General Bellairs was administrator of Natal and the Transvaal. During his military career the deceased officer was frequently mentioned in despatches, and was the possessor of many medals earned for distinguished service.]

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKANS.

THE ARMISTICE.

Reuter understands that King Ferdinand has appealed to the Powers to intervene, and that Greece, yielding to the representations of the King of Roumania, appears to have waived her insistence for simultaneous signature of the armistice and the peace preliminaries, and is disposed to agree at least to a temporary armistice pending the assembling of the Peace Conference at Bukharest or Sinaia.

The Servians likewise acquiesce; therefore the delegates at Nish will probably merely have to arrange for the immediate cessation of hostilities.

The newspapers at Athens represent Greece as still being uncompromising on the subject of the armistice.

It is stated that the Roumanian Government has warned Greece that if she persists in pushing on Sofia, the Roumanian Army will occupy the Bulgarian capital beforehand, and has also pointed out the necessity of enabling Bulgaria to resist the Turkish invasion.

ADVICE FROM RUSSIA AND AUSTRIA.

It is reported from Athens that Russia and Austria have urged Greece and Servia to conclude an armistice on account of the supremely critical state of Bulgaria.

THE TURKISH ADVANCE.

It is reported at Constantinople that the Porte has replied to Bulgaria's protest regarding the Turkish advance by repeating the reasons communicated to the Powers, and hopes that Bulgaria will consider the reply in a reasonable spirit and assist in bringing about a speedy understanding.

TURKS MARCHING ON JAMBOLI.

A message from Sofia states that the Turks have crossed the frontier northward of Adrianople, and are marching on Jamboli.

TURKEY AND ADRIANOPLE.

Reuter's correspondent at Adrianople wires that thanksgiving services for the recovery of Adrianople are being arranged to take place in the mosques to-day.

Subsequently there will be a monster meeting in the Seraskierate to express the unity of Turkish opinion on the question of Adrianople.

THE AMBASSADORS AND TURKEY.

At to-day's Conference of Ambassadors the members were greatly perturbed by reports that the Turks were advancing on Philippopolis.

The representatives in Sofia of the Powers were summoned to the Palace, where they were addressed by King Ferdinand, who protested against the outrageous action of the Turkish Army in invading Bulgaria from the direction of Turnovo and Jamboli, burning villages, and massacring the inhabitants, saying that he cannot believe that the Powers who had attached their seals to the diplomatic act which was now being trodden underfoot will remain passive under the insult. In distress the Bulgarian nation appeals to Europe to end the sufferings of the people, who are fleeing before the return of their old oppressors.

It is expected that the Turkish invasion of Bulgaria will induce the Balkan States to settle their differences as speedily as possible, as the Powers otherwise may not be averse to conceding some of Turkey's claims.

ROYAL INTERCESSION SOUGHT.

King Ferdinand of Bulgaria has telegraphed to King Charles of Roumania begging him to intercede with the Kings of Greece, Servia and Montenegro to hasten the conclusion of peace.

King Charles thereupon telegraphed to the three Sovereigns pointing out that further bloodshed between former Allies would only aggravate the situation.

A message from Bukharest says it is understood that King Charles of Roumania has addressed a personal representation to the Sultan urging the inexpediency of the Turkish advance.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BRITISH NAVAL OFFICER'S STORY OF BULGARIAN ATROCITIES.

Reuter's correspondent at Athens wires that Captain Cardale, R.N., who has returned from Cavalla, says that he counted 1,700 corpses of old men, women and children at Doxato, who had apparently been massacred by Bulgarians. He saw children pierced in such a way as to make it appear that they were thrown in the air and caught on bayonets.

BRITISH SQUADRON ON SPECIAL SERVICE.

A British squadron left Piraeus yesterday for an unknown destination.

INTERESTING CEREMONY AT ALDWYCH.

KING LAYS FOUNDATION STONE OF COMMONWEALTH BUILDINGS.

LONDON, July 25th.

In bright sunshine Their Majesties the King and Queen and Princess Mary, who were attended by a brilliant assemblage from the Oversees Dominions, attended at Aldwych, where His Majesty laid the foundation stone of the Commonwealth building, and were greeted with great cheering and Australian shouts of "cooee."

Miss Ada Crossley sang the National Anthem, the crowds assembled joining in most heartily.

The King, in his speech, congratulated the Commonwealth on the splendid site acquired, and on the noble structure which it was proposed to erect, which would be a worthy and welcome addition to the buildings adorning the centre of the Empire. His Majesty referred to the happy recollections he had of his visits to Australia, and his gratification at the testimony of the growing sense of kinship pervading the self-governing Colonies, and concluded:—"I am well assured that in any national emergency Australia will be ready to play her part for the common cause."

THE TURF.

LONDON, July 25th.

Stedfast has scratched for the Liverpool Summer Cup.

THE SOTTO EXTRADITION CASE.

The hearing of the case in which the Government of the Philippine Islands seek the extradition to the Philippines of Vicente Sotto, the editor of the *Philippine Republic*, on a charge that he has been convicted of the crime of aduction, has been concluded at last. The Magistrate (Mr. F. A. Hazeland) reserved his decision.

BELILIOS PUBLIC SCHOOL.

Following the precedent of the past seven years, Mr. R. E. Belilios, son of the generous founder of this school, has again given a number of handsome volumes to be competed for by the pupils in the various standards. The subject specified was English Composition. The Director of Education yesterday presented the prizes to the successful students:—Emily Ahwee, Mabel Mooney, Mabel Chenalloy, Florence Chenalloy, Ho Ying Chai, Chung King Yuk, Gertrude Pinna, Edwina Mackay, Tung Lou Arn, Maria Remedios and Li Ying Chun.

CORRESPONDENCE.

WEST COUNTRYMEN'S SOCIETY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—Excuse me encroaching on your valuable space, but having travelled the wide world and found a West Countrymen's Association in every city of note in the Colonies, I was very much surprised to find none existing in Hongkong. Can any of your West Country readers obviate this deficiency, and band themselves together? I should very much like to see one formed in this Colony, where there are so many who have migrated from the West of England. Thanking you in anticipation for the publication of this, I am, yours truly,

L. C. H.

[A Devonian Society has existed in Hongkong for many years. The Secretary is Mr. Mowbray S. Northcote.—ED.]

HIGHLANDS AND LOWLANDS PARA RUBBER.—First interim dividend of 6 per cent., less tax, on account of the year 1913, payable on July 10. This compares with a corresponding payment last year of 7½ per cent.

THE REVOLT.

RENEWED FIGHTING AT SHANGHAI.

There is no news of any further development of a sensational character, except that the rebels again made an attempt to take the Arsenal at Shanghai on Thursday night. Several assaults were made during the night by large bodies of men approaching from several directions. According to the Chinese telegrams, there were some Japanese with each division. The Northern troops withheld their fire until the rebels had approached fairly close and then the warships and the Northern troops poured shot and shell upon them. A large number were killed each time an assault was attempted, and many fled in panic, abandoning their arms. Others kept at such a distance that their fire was entirely ineffective, so far as damage to the defenders of the arsenal was concerned. More Northern troops have now arrived.

There are about a dozen foreign warships in the vicinity of Woosung.

The President has remitted to Shanghai Tls. 100,000 to reward the defenders of the arsenal.

The news that Nanking has been taken by the Northern troops is not actually confirmed yet. General Tsu Po-chun, with a large force, has bivouacked opposite the city, awaiting the arrival apparently of General Fung Kwok-chun, the Commander-in-Chief, who is making for Nanking with a large force, which is stated to number 30,000. Part of this force is intended for embarkation for Canton.

In Kiangsi the Northern troops continue to overcome all opposition, but the rebel leader, Li Lieh-kwan, is keeping out of their reach.

Yuan Shih-kai is offering rewards for the capture of Huang Hsing, Li Lieh-kwan and Pak Man-wai (ex-Tutuh of Anhui).

Tang Shao-yi and others have sent a joint telegram to Yuan Shih-kai calling upon him to resign, and the President, according to a Chinese Press Agency, has replied in "very strong terms."

Our Peking correspondent wires that Peking is calm at the present moment. The successes of the Northern troops have created an excellent impression.

CANTON DAY BY DAY.

ABOLITION OF TITLE OF CIVIL GOVERNOR.

The Governor-General has notified all the officials that, as he has been appointed Governor-General of Kwangtung and Commander-in-Chief of the "Yuan Punishing Expedition" by the Provincial Assembly, his former title of "Civil Governor" will henceforth be abolished, and that all shall obey his orders. All documents relating to Military affairs should be sent directly to the Tutuh's Yamen, and, to facilitate the dispatch of business, documents having reference to civil affairs must be marked as such.

THE CENTRAL GOVERNMENT OFFICIALS.

The Provincial Assembly has passed the Governor-General's resolution that the officials appointed by the Central Government shall henceforth obey the mandates issued by him. He has, therefore, notified these officials to this effect, adding that they shall not relinquish their duties without permission and requesting that they use their best energies to discharge their duties.

FOREIGNERS IN OUTLYING DISTRICTS.

The Tutuh has wired to the district magistrates, directing them to accord protection to all foreigners and their properties in their districts.

RECRUITING.

In a notification issued a couple of days ago, the Governor-General announces that no person whatsoever is allowed to recruit soldiers or raise military funds without his instructions to do so, and commands that transgressors in this respect shall be severely dealt with.

THE PAPER CURRENCY.

For the last two days, the Government notes have been quoted at round about 76 per cent. their face value in relation to small coins, the rate of discount being most unsteady.

THE TAXATION DEPARTMENT.

The National Taxation Department was abolished on the 21st inst., and its functions will hereafter be discharged by the Department of Finance.

MERCHANT SHIPPING CERTIFICATES.

The Earl of Granard, in moving the second reading of the Merchant Shipping Certificates Bill, in the House of Lords on the 1st inst., said this measure required home trade cargo ships to be provided with duly certificated officers. The existing law obliged passenger ships to carry duly certificated officers, but placed no such obligation on home trade cargo ships. The Bill extended the obligation to the latter ships, and laid down that every home trade cargo ship, unless under 100 tons in the case of a steamship and 200 tons in the case of a sailing ship, must carry a certificated master and a certificated mate, and, if a steamship of 66 horse-power, also a certificated engineer.

Lord Ellenborough pointed out that if these trade cargo boats were better officered they would be better navigated and there would be fewer collisions.

The Bill was read a second time.

SUPREME COURT.

Friday, July 25th.

IN SUMMARY JURISDICTION.

BEFORE THE PUISNE JUDGE (MR. J. H. KEMP).

THE MONEY LOAN ASSOCIATION CASE.

Mr. E. Davidson (of Messrs. Hastings & Hastings) asked permission to mention the part heard Money Loan Association case, in which certain interesting legal points were raised. If his Lordship was against Mr. Davidson on the point brought forward by him, he wished to apply to have the matter argued further, as it was one of considerable difficulty. His grounds were that, as the case stood at present, practically a defence of want of jurisdiction had been raised without notice.

His Lordship—Is Mr. Goldring here?

Mr. Davidson—No, but I understand he will not object.

His Lordship—There was also a question of further facts.

Mr. Davidson—I wrote to Mr. Goldring and asked him to admit one further fact, that was, that the plaintiffs were the only persons who had any title. He told me he would admit that, but he has omitted to write. He also said he would have no objection to further argument.

His Lordship said he should like to hear further argument, and put the case in next Friday's list.

SEQUEL TO A CANTON FIRE.

A case was mentioned in which Ip Tsuk Sam is seeking to recover the sum of $1,000 from the Po Wah Insurance Co., Limited.

Mr. C. A. S. Russ, who represented the defendants, applied for an adjournment.

Mr. W. B. Hind, for plaintiff, asked his Lordship to fix the case for next Thursday.

Mr. Russ—I am instructed to apply for a week's adjournment, and I am sure Mr. Hind, of all people, would not object to an adjournment.

His Lordship—Any grounds?

Mr. Russ—The grounds are that we are not ready to go on at present. There can be no objection to our having an adjournment. We are a perfectly substantial insurance company.

Mr. Hind—Some of my witnesses are coming down from Canton, and it has been arranged for some of them to come on Thursday next. That is the reason I am applying for that particular date. The claim is for insurance on a house in respect of which a fire took place at Canton, and most of the witnesses are from Canton.

Mr. Russ—There seems to be quite a good defence. We say that the plaintiff burnt down his own premises.

Mr. Hind—That is a defence which takes quite a bit of proving.

The hearing was fixed for Thursday next.

THE STIGMA OF BANISHMENT.

Before Mr. F. A. Hazeland, Mr. Grist (of Messrs. Wilkinson & Grist), made an application that two Chinese who were detained by the police under a banishment warrant should be admitted to bail. Chief Detective Collett said he was instructed to ask for $1,000 deposit cash by each of the men.

Mr. Grist—These people have not got $1,000. I submit with the greatest deference that $1,000 is an excessive fee for bail in this case. Supposing they were to go away, it would be all to the advantage of the Colony.

His Worship—They very often go away and save the disgrace of being banished.

Mr. Grist contended that the banishment warrant could still be issued, and the men would still be under the warrant, and could not come back.

His Worship—But they would not have been banished then. This has been put before me on 20 or 30 occasions.

Mr. Grist submitted that bail should be such a sum as the men could reasonably be supposed to find. They could find $500 that minute, but he thought $250 would be sufficient.

His Worship—Is there any reason why bail should be fixed at $1,000?

Chief Inspector Collett—They are interested in running a lottery, and there is plenty of money behind it. I do not think even $1,000 will hold them. I am acting on the Superintendent's orders.

Mr. Grist thought it would be better to estreat the bail and let them bolt. They did not want to hold them.

His Worship—These men do not like the stigma of banishment. They occasionally do bolt.

Chief Inspector Collett said as a matter of fact both men bailed in the last case did so, and they were bailed out on $1,000.

Mr. Grist thought that was an extremely advantageous position. That is exactly what the Government should be playing for.

His Worship ordered bail to be fixed at $1,000 cash each, and the money was paid.

SERIOUS CHARGES AGAINST A CHINESE.

SUSPICIOUS OF A POLICE "TRAP."

At the Magistracy yesterday, before Mr. C. D. Melbourne, Fung Chi Wan, who was formerly employed as a solicitors' clerk and interpreter was charged with being in unlawful possession of 1,000 ounces of cocaine. He was further charged with offering a bribe to Revenue Officer Wilden.

The Crown Solicitor (Mr. P. M. Hodgson) prosecuted, and Mr. F. C. Jenkin (instructed by Mr. F. X. d'Almada) appeared for the defence.

The Crown Solicitor, in opening the case, stated that the two charges were to be taken together. The amount of the bribe was over $10, so that the defendant would have to be committed for trial if his Worship found the case proved. Defendant was until recently a clerk in the offices of Messrs. Johnson, Stokes & Master, and in November or December last there were two or three big cocaine cases, through big seizures of that drug. Messrs. Johnson, Stokes & Master were defending by one of their solicitors, Mr. Lewis, who was instructed in turn by his clerk, the defendant, who acted as interpreter and general assistant on behalf of the defence. About the end of December defendant approached Mr. Wilden, the Revenue Officer, and his Worship would hear from the officer what took place between them. Wilden was largely responsible for a good many of the seizures of cocaine, opium, and liquor in this Colony. He was approached by the defendant with a view to influencing his conduct as a public servant and with a view to his letting through certain consignments of cocaine without the defendant having obtained the necessary licences or permissions. If these facts were true, as he was instructed was the case, there was no doubt an attempt to bribe a public servant to do that which the law says he shall not do.

Mr. George Hoggarth, an excise officer in the employ of the Opium Farmer, was then called. He said he was not a public servant. He remembered that at the end of December there were two or three cases of smuggling cocaine heard at the Magistracy, in which Mr. Lewis appeared for the defence. He saw the defendant several times in the Court, attending in connection with the cases. The defendant, at about the third or fourth remanded hearing, said he wanted to speak to witness privately, and asked him to step aside. When they had got into the passage near the shroff's office, defendant said, "There's a lot of money to be made out of the cocaine business." He then asked witness if he could ask Wilden to allow cocaine to come in free. He added that there was a syndicate who intended to import 20 cases of cocaine, and that they would give witness 20 per cent. of the profit on the business, or $20 on each case—witness was not sure which. Witness told him it had nothing to do with him, and that it did not come under his jurisdiction. Defendant then asked him to mention the matter to Mr. Wilden, and witness said he would, subsequently advising him to see Wilden himself.

In answer to Mr. Jenkin, witness said he had known the defendant for several years, and knew absolutely nothing against him. It was well known in the Police Court that he (witness) was an excise officer engaged by the Opium Farmer. He did not agree that it would be a useless thing for anyone to suggest to him that he should allow the free importation of cocaine, because sometimes when searching for opium his men might come across cocaine.

Counsel questioned the witness at length as to why he did not report the offer of the bribe to the police authorities. Witness agreed it was his duty to assist the authorities, and he considered he did his duty by informing Wilden that same day. Witness told Wilden, and never heard more about the case until the 2nd July, when the officer told him he had arrested the defendant and asked him if he could remember what defendant said to him in the conversation at the Police Court. Witness did not ask him what particular conversation he was referring to, and it was not necessary for Wilden to remind him of the circumstances under which the conversation took place.

Mr. Jenkin—Did you not consider it your duty to tell this man that he was asking you to commit an offence, and that he ought to know better?—No. Seeing that he had been employed in the Government service, and that he was employed also in a lawyer's office, I thought he should have known the law.

You know the law?—Certainly.

Therefore you knew that he was deliberately and wilfully asking you to break the law?—Yes.

Who is your immediate superior?—Mr. Chan Kai Ming.

Are you answerable to anybody else but him?—No.

When the defendant made this suggestion were you at all upset?—No.

Don't you think that the defendant would have known that the man he should have approached if he wanted the cocaine to come in free was Wilden?—Perhaps he thought it advisable to approach me first.

It is commonly known in the Police Court that Wilden is the man directly employed in the supervision of the illicit traffic in cocaine?—Yes.

So that if a man wanted to get cocaine in free by bribing officers he would be more than likely to approach Inspector Wilden?—He might be afraid to. Wilden being a public servant, he might have arrested the man.

Has it ever occurred to you that this was a trap by Inspector Wilden to catch you?—Yes, I thought so at the time.

Have you ever altered that opinion?—Yes, I altered it when the defendant was arrested.

You never enquired of Wilden whether it was a trap?—No.

So that for five or six months you thought that Wilden was trying to trap you?—Yes.

Did you think it was a trap because you did not think a man in the defendant's position would make such a suggestion to you?—Yes.

In re-examination by the Crown Solicitor, witness said that if anyone approached him and paid him to let opium through he would have thought it advisable to report it to his superiors, but no action would have been taken, as the law did not apply. Had he been a Government servant he would have reported this offer by the defendant to the police, and would have arrested him.

The Crown Solicitor—Have you been very friendly with Mr. Wilden in connection with your work?—I have been acquainted with him. I am not friendly—and again, I am not unfriendly.

What really did you mean by your answer to my friend about the "trap?"—I thought it was an action of Wilden's, because it struck me as peculiar that the defendant should approach me about cocaine and ask me to approach Wilden, instead of going direct to Wilden.

Let's have the trap you were being led into.—I thought it was to get me dismissed from the opium farm. My appointment can be cancelled at any time at the discretion of the Governor.

Was there any particular reason to make you think that Mr. Wilden should desire that?—We once had an altercation outside the Police Court in connection with a case of importing opium. It was about three months before this.

Do I understand you to mean that you thought this trap was laid out of spite?—His demeanour was very detestable at that time.

Do you think you are justified now in thinking that at that time?—Yes.

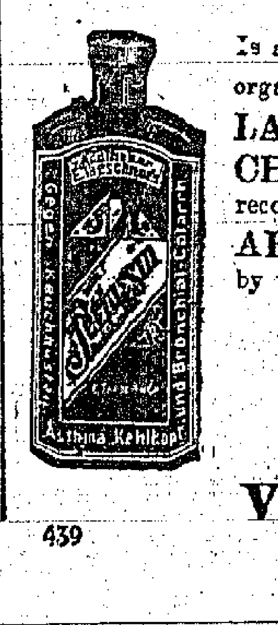
The case was remanded until Friday next.

THE MAGISTRACY.

PROSECUTION UNDER THE STAMP ORDINANCE.

Before Mr. C. D. Melbourne yesterday, a shroff employed by Messrs. Moutrie & Co. was charged with refusing to give a receipt, duly stamped, to Mr. F. C. Jenkin, barrister-at-law. The firm was also prosecuted as the employer of the defendant. Mr. P. W. Goldring (of Messrs. Goldring & Russ) appeared for the defence. His Worship adjourned the hearing of the case against Messrs. Moutrie & Co. until Tuesday for argument on the point as to whether they were responsible for the act of their servant. In regard to the case against the shroff, Mr. Goldring said that when a bill for $17.50 was presented to Mr. Jenkin he said he only owed $14, and that was the amount he paid. The shroff gave a receipt for $14 "on account," declaring he would not stamp the receipt until the full amount had been paid. His Worship would have to take into consideration the man's mind. No doubt he believed that it was not necessary to stamp a receipt if the final amount was not paid. He did not wilfully refuse to stamp the receipt. The Magistrate said the shroff must have known that he was required to stamp receipts for all amounts over $10. A fine of $5 was imposed.

PERTUSSIN.



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HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 25th July state:—

The market for local stocks has ruled quieter during the past week, and rates in some instances, notably Docks and Wharves, weakened considerably in the early part of the period under review. At the close, however, there are indications of returning animation, and the two above-named stocks have recovered to some extent, closing at slightly under last week's rates. The London market for "Oils" has improved, "Tins" are quieter, and "Rubbers" somewhat firmer at about last quotations. Fine Hard Para Rubber is quoted at 3/8½ per lb. and Plantation sheets at 2/9¼. The open market rate of discount after hardening to 4⅝ per cent. closes easier at last week's rate, viz., 4 per cent., the Bank of England rate being unchanged at 4½ per cent. Bar Silver is quoted at 27¼ for ready delivery, 27 7-16 forward, and Sterling T.T. at 1/11⅝. Shanghai T.T. closes at 73¼ and Singapore T.T. at 84½. Consols are unaltered at 73.

BANKS.—Hongkong and Shanghai Banks have buyers at $800, sellers asking for $805. The London quotation has declined to £80.

MARINE INSURANCES.—Unions have had sales at $790 and sellers are in evidence at same figure. Cantons have been sold at $297, and now close with buyers at $296½. North Chinas are still wanted at Tls. 137, and Yangtszes close with a nominal quotation of $195.

FIRE INSURANCES.—Sales have been effected in China Fires at $148, and are now wanted at $147. Hongkong Fires remain unchanged, viz., $356 buyers.

SHIPPING.—Hongkong, Canton and Macaos have again been dealt in at $27; and Indo-Chinas close with sellers at $81 ex dividend. China Manilas have been a dull market with a nominal quotation of $10. Sales have taken place in Douglases at $31¾, at which price buyers have now come forward. Star Ferries close at the improved rate of $54½ buyers.

OILS.—Shells as predicted have improved, and are wanted by London at 106/3, which is slightly under the highest price touched during the week. Ural Caspians and Mexican Eagles show an improvement over last week, and have a middle quotation of 47/6 each. Langkats have again weakened, and close with buyers at Tls. 35.

REFINERIES.—China Sugars have again been a very fluctuating market, business having been done at $102½, but they now close with sellers at $95. Luzons are weak, with sellers at the reduced price of $35.

MINING.—Tronohs have been a fairly steady market, and close with a middle quotation of 57s. Raubs have eased with sellers at $3¼. Heawoods are unchanged with a nominal quotation of 3/6. Chinese Engineerings and Pahangs are again quoted with a middle price of 30/- and 9/- respectively.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Kowloon Wharves have again led to several transactions, and after having sellers at $95½, close with buyers at $97. Hongkong and Whampoa Docks have also attracted considerable attention, but have failed to maintain their price of last week, and are now inquired for at $84½. Amoy Docks are unchanged with sellers at $8½. Shanghai Docks have buyers at Tls. 51 and Hongkew Wharves sellers at Tls. 110.

LANDS, HOTELS AND BUILDINGS.—Hongkong Hotels are wanted at $124 and $91 for the old and new shares respectively. Hongkong Lands are still wanted with buyers at $118 and Kowloon Lands are still in demand at $40. West Points close with a selling quotation of $74½. Humphreys Estates remain unchanged with buyers at $8¾.

COTTON MILLS.—Hongkongs have sellers at $9¾. The following are the official quotations received from the North to-day viz.:—Ewos Tls. 120 buyers, Shanghai Cottons Tls. 120 buyers, Kung Yiks Tls. 12½ buyers, Soy Chees Tls. 37½ buyers and Laou Kung Mows Tls. 100 sellers.

MISCELLANEOUS.—China Providents have sellers at $9, Ices at $180, Watsons at $8, Fisheries at $3, Pulps at $20, Waterboats at $18. Dairy Farms are now wanted at the improved price of $26½, and Weismanns are still inquired for at $31. Sales have taken place in Electrics at $40½ and in Hongkong Electric Trams at 7/4, at which price they are now wanted. Green Island Cements have sellers at $7¼, and Steam Laundries are wanted at $3.90. China Borneos are unchanged with a nominal quotation of $10½.

LONDON QUOTATIONS.—To hand this morning by wire from our Agents are as follows (all middle price):—

Tronoh Mines	57/-
Pahang Consolidated	9/-
Ural Caspians	47/6
Malayan Tin	40/-
United Serdangs	8/-
Mexican Eagles	47/6
Rubber Trusts	2/5 premium.
Eastern Trusts	14/-
Shell Transports	107/6
Indo-Chinas (Combined)	170/-
Chinese Engineering	30/-
Hongkong Electric Tram.	7/3

THE POST OFFICE AND THE FAR EAST.

The following letter appears in the *Daily Mail* of the 1st inst.:—

SIR,—I received your paper dated April 5th, with the interesting accounts of Lord Wolseley's funeral, the return of the Duke of Connaught, and the Monte Carlo waterplane races. You would hardly believe, however, that three days before the post came in I saw all of these three incidents at a travelling cinematograph show in the Ha Ta Men-street in the Tartar city.

It seem incredible to me that the Postmaster-General should give Siberian facilities in cinematograph films when the Press has to be content with the steamer post which takes about three times as long to reach the Far East.

I have repeatedly pointed out how Germany is able to show trade samples to the Chinese in fourteen days, whereas the British firms must ask for nearly two months to do the same. So perhaps the publication of this letter in your popular columns may do some good.

ALFRED R. SILLAR, M.I.E.E.

Peking.

TO-NIGHT'S PROMENADE CONCERT.

Following is the programme arranged for to-night's Cricket Club Concert:—

PART I.

1.—Selection "The Sunshine Girl" *Rubens.*
THE BAND OF THE 2ND BATT. D.C.L.I.

2.—Tenor Solo
"Sweet Island of Ulva" ...... *Temple.*
MR. W. D. CAWSEY.

3.—Baritone Solo "A Song of Surrey" *Lohr.*
MR. C. P. HAY.

4.—Contralto Solo (*a*) "Slave Song" *Teresa del Riego.*
(*b*) "Where the Abana flows" *Amy W. Finden.*
MRS. GEO. HOGG.

5.—Song ...... "What do you want to talk about it for."
MR. S. L. WEBBER, D.C.L.I.

6.—Two Dances (*a*) "In the Shadows"
(*b*) "Mystic Beauty" *Fincke.*
THE BAND OF THE 2ND BATT. D.C.L.I.

PART II.

1.—Selection .."Chocolate Soldier".. *Strauss.*
THE BAND OF THE 2ND BATT. D.C.L.I.

2.—Baritone and Tenor Duet
"Flow Gently Deva" .... *Parry.*
MESSRS. R. E. WHITE AND W. D. CAWSEY.

3.—Baritone Solo
"The Sergeant of the Line" *W. H. Squire.*
MR. R. I. JONES.

4.—Soprano Solo
"I hear you calling me" *Charles Marshall.*
MRS. FRANK MAITLAND.

5.—Song
"I wish I had some one to love me" *Lauder.*
MR. FRANK SGUTAR.

6.—Selection "The Girl in the Taxi" *Gilbert.*
THE BAND OF THE 2ND BATT. D.C.L.I.

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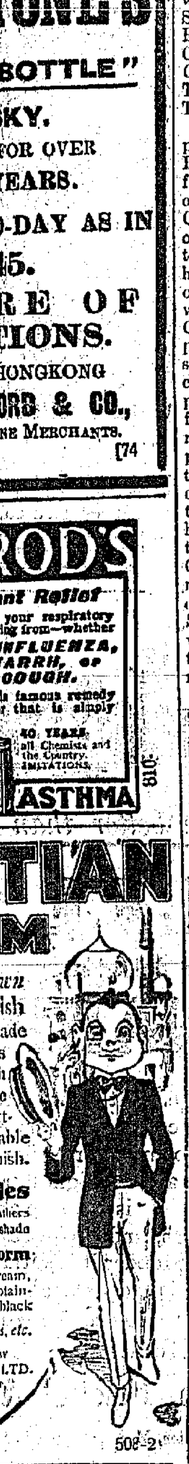
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To be obtained of all Druggists.
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BRITISH UNIVERSITY FOR CENTRAL CHINA.

PROPOSED GRANT OF £250,000.

A meeting of between 50 and 60 members of Parliament and others was held in one of the Committee Rooms of the House of Commons last month for the purpose of considering a proposal to found a British University in Central China. Earl Loreburn presided, and among those present were:—Mr. Acland, Sir W. Anson, Dr. Scott Lidgett, Mr. Pike Pease, Mr. Gerald France, Mr. T. P. O'Connor, Lord Robert Cecil, Lord Hugh Cecil, Lord William Cecil, Mr. J. W. Wilson, Mr. T. C. Taylor, Mr. Bird, Sir W. Essex, Sir G. Toulmin, Dr. Esmonde, and Mr. Whyte.

Canon Lord William Cecil said that the proposal was to divert a portion of the Boxer indemnity to the purpose of founding a University in Central China on lines analogous to those of Oxford and Cambridge. It would not be a religious or denominational foundation, but facilities will be provided for establishing hostels in which the missionaries and others could group their adherents, as was the case at Western Universities. China would, no doubt, have been prepared to found a University herself had she not been immersed in financial difficulties, partly as the result of having to pay Western nations a heavy indemnity for the consequences of the Boxer rebellion. That money came from the pockets of the Chinese taxpayer, and therefore, in desiring to allocate a portion of it for the foundation of a University, they were not proposing to put their hands into the pockets of the British taxpayer, but merely to apply a part of China's own money to China's educational needs, which she was not financially strong enough to meet herself. The United States of America had already led the way in doing what it was now proposed that Great Britain should do in this matter.

A general discussion followed, in the course of which it was explained that the Boxer indemnity to Great Britain had been fixed at £7,303,000, of which £199,000 had been paid to date, there being twelve months' instalments in arrear. It was suggested that a sum of £50,000 should be paid over to the University fund as an initial payment, and that further payments up to another £200,000 should be made as the work of founding the University progressed. It was also explained that Sir Edward Grey had approached the Treasury on the subject, and that the latter had stated that as the total proceeds of the indemnity had been allocated to the Sinking Fund, it would not be possible to divert any part to any other purpose without specific Parliamentary authority. Eventually the meeting, by a unanimous vote, adopted the following resolution:—"That this meeting of members of Parliament, having heard the statement with regard to the proposed University in China, approves of the appointment of a deputation to the Prime Minister to urge upon him the propriety of giving a grant out of the Boxer Indemnity Fund or otherwise towards the establishment of such University.

GRANT'S HEROIC DEATH.

MR. HENNINGSEN'S STORY.

The Peking correspondent of the *N.-C. Daily News* writes:—

Mr. Henningsen, of the Peking Telegraph Administration, who took a party in search for Mr. Grant, has returned to Peking. He states that there is no doubt as to the death of Grant. The rescue party travelled to the north-west for 120 miles, when they ran into the Mongols and were captured by the same band as was responsible for Grant's murder. The Mongols showed Mr. Henningsen Grant's saddle and other property.

One Mongol described how Grant was bound before he was shot, and how he jeered at them because so great a number found it necessary to tie up a single man. The Mongols said that they would soon stop him laughing, and twenty men were lined up with rifles. Grant continued to laugh at them and shouted just before the volley was fired at him, "You may kill me, but you can never frighten me."

Mr. Grant was a Scotsman from Skelmorlie. He was formerly engaged by the Eastern Telegraph Company, and he only recently joined the Chinese Telegraph Administration for special service in Mongolia. He was with an exploring party which was broken up in Western China some years ago when an Indian surveyor was killed.

Great credit is due to Mr. Henningsen, who led the search party consisting of Mr. Giles, a British subject, and Mr. Wolff, a Swede. They never saw any Chinese troops after leaving Kalgan, and with the greatest temerity marched straight ahead into the enemy's country. Their captors said that they would have been beheaded, but for instructions received from Urga.

THE NIPPON YUSEN KAISHA.

FURTHER EXPANSION SCHEME.

In addition to the augmentation of the fleet recently announced, it is stated that the Nippon Yusen Kaisha has decided to build six more vessels, four in Japanese yards and two abroad. These will be all cargo boats, and are a separate order from the *Fushimi*, *Suwa*, *Yasaka* (19,000 tons), the *Katori* (17,000 tons), and the *Tokushima*, *Tottori*, and another (14,000 tons), all being built in Japan. Four of these last-mentioned new steamers are expected to be ready for service by the end of the year.

The new cargo steamers will be steel vessels, 460 feet long, 68 feet wide, and 34 feet in depth, with gross tonnage of 7,500, maximum speed 14 knots, and navigating speed 11½ knots. They will be equipped with two triple-expansion engines and four boilers, developing 6,000 horse-power.

These vessels, which are to be launched at the latest early next year, will all be put on the European run to trade between the usual British ports. — *Japan Chronicle.*

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GENTLEMEN'S OUTFITTERS
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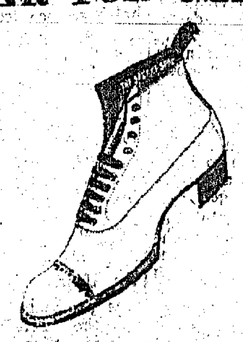
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AGRICULTURAL CREDIT BANKS IN JAPAN.

As agricultural holdings in Japan are usually very small and labour rather than capital is spent in their cultivation, the need of credit has not in the past been very pressing. With the development of scientific farming, however, more capital is being employed, and the Japanese Government has been compelled to find means of providing it at low rates of interest.

The measures adopted are described in an article in the "Bulletin of Economic and Social Intelligence" published by the International Institute of Agriculture. Apart from the co-operative credit societies, which are formed under a law passed in 1900, the most important credit organisations in Japan are the so-called agricultural and industrial banks. The former carries on business all over the country, and the loans which it makes are usually large. The latter confine their operations to a single prefecture and make loans of small amount.

In Formosa credit is supplied by the Bank of Formosa, and in Korea by the Bank of Korea and the Oriental Colonisation Company; these institutions are similar in character to the agricultural and industrial banks. In Hokkaido and Japanese Saghalien there exists a bank of a somewhat different character, known as the Colonial Bank of Hokkaido.

The Mortgage Bank of Japan was founded in 1896, and began operations the following year with a capital of 10,000,000 yen, of which 2,500,000 yen was paid up. The bank is empowered to make loans on the security of real property or, in the case of municipal bodies and certain classes of society, without security. The total value of the loans, however, must not exceed two-thirds of the value which is set upon the securities held. The maximum interest which the bank may charge is fixed by the Minister of Finance, and its business is subject to the control of two supervisors appointed by the Government.

In 1910 the loans granted by the Mortgage Bank amounted to 97,081,044 yen, and the loans outstanding at the end of the year to 88,423,147 yen, of which about half were agricultural loans. For loans repayable by instalments the maximum rate of interest varied from 7.0 per cent. to 7.5 per cent. according to the class of borrower, and for loans repayable at a fixed time the rate was in each class increased by 0.5 per cent.

The agricultural and industrial banks were created under a law passed in 1896. There are now forty-six such banks in Japan, each with a capital of 300,000 yen or upwards. They make loans principally on the security of real property, but they also lend money without security to municipal bodies and societies, and on personal credit to groups of twenty or more persons with joint liability. The banks are subject to the control of supervisors appointed from among the higher officials of the prefectures.

The aggregate amount of loans granted by the agricultural and industrial banks in 1910 was 61,295,314 yen, and the aggregate amount outstanding at the end of the year 51,551,476 yen, about two-thirds of which were agricultural loans. The maximum rate of interest (fixed by the Minister of Finance) was 8 per cent. for certain classes of borrowers, and 8.5 per cent. for others.

Both the Mortgage Bank of Japan and the agricultural and industrial banks have power to issue debentures. The total amount of debentures issued by the Mortgage Bank and unredeemed at the end of 1910 was 74,775,470 yen. At the same date, twenty-one agricultural and industrial banks had debentures in all to 11,697,580 yen.

During the first ten years after its establishment the Mortgage Bank was empowered to ask the Government for a subsidy sufficient to enable it to pay a 5 per cent. dividend. To aid in financing the agricultural and industrial banks, the sum of 10,000,000 yen was appropriated by the Government for distribution among the prefectures, in order to enable them to become shareholders of the banks; it was further provided that the shares held by the prefectures should bear no interest for the first five years after the banks had been in business, and that for the next five years the dividends on such shares should be set aside as reserve funds.

The Colonial Bank of Hokkaido started business in 1910 with a nominal capital of 3,000,000 yen, and a paid-up capital of 750,000 yen. Owing to the defective commercial organisation of Hokkaido and Japanese Saghalien, the bank does a more varied business than the other banks of which we have spoken. The total loans granted in 1910 were 32,316,927 yen, and the loans outstanding at the end of the year 14,720,371 yen; the difference between these two figures indicates that a large proportion of the loans were for short periods. The maximum rates of interest authorised by the Minister of Finance varied from 7.5 per cent. to 10.0 per cent.

To some extent postal savings are utilised in making loans through the medium of the various banks which we have described. For the current year it is estimated that about 20,000,000 yen will be allocated to this purpose by the Deposit Section of the Finance Department.

THE DANGERS OF INDIGESTION.
You simply can't be well—that is, really well—if your digestion is bad, for your very food may poison you unless it is digested. That is why indigestion (imperfect digestion) is the root cause of nearly all our minor ailments and of many serious ones too.
Food should nourish your body, and make good the daily waste which never stops, but it can't do that unless your stomach digests it. No wonder dyspeptic men and women are always weak and ailing — they're starved and often poisoned too. Starved, mind you, not for lack of food, but because they don't digest the food they eat. Poisoned, not by eating bad food, but because their stomachs are weak and their bowels inactive, and so the food they eat ferments and gives off poisonous gases which are carried by the blood stream to every part of the body.
It is because Mother Seigel's Syrup possesses in a remarkable degree the power to tone, strengthen and regulate the action of the digestive organs—the stomach, liver, and bowels—that it is still, after forty years' testing, the best known and most successful remedy for indigestion, constipation, biliousness, and the many distressing ailments which are traceable to a weak or disordered condition of these important organs.
Success breeds imitators, and there are many so-called substitutes for Mother Seigel's Syrup, but none of them contain the combination of more than ten herbal extracts upon which the restorative and curative value of Mother Seigel's Syrup depends.
Read the following testimony from Mr. H. Brown, of Randfontein Cons. G.M. Co., Ltd., North Randfontein, Transvaal, who wrote us on January 23rd last as follows:—
"About twelve months ago I suffered very severely from indigestion, and was afflicted with sharp pains in the stomach and an inability to retain my food. My sleep was very irregular and failed to refresh me. Food eventually became quite distasteful, and in consequence I became so weak and languid that my friends advised a thorough rest and change.
"After a few weeks' rest I returned to work looking and feeling none the better. I tried several medicines, with no good result. Then a friend said, 'Try Mother Seigel's Syrup,' and I did so. It more than exceeded my most sanguine expectations; after a few doses I felt relieved, and four bottles restored me to health.
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If you suffer from indigestion, and wish to give Mother Seigel's Syrup a trial, be sure you get the genuine article.
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THE PIANO
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EMBROIDERED MATERIALS, &c., &c.
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They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney troubles, Piles, Pimples, Boils and Blotches, and for Female Ailments.

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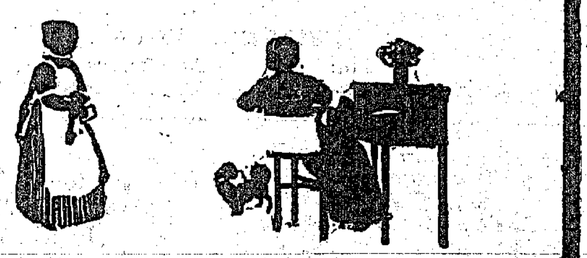
THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

S26



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The bottle and the label are often counterfeited, and so are the contents.

The imitations are handed to people who call for "*Worcestershire.*" The genuine is handed to those who call distinctly for "Lea & Perrins."

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NEEDS NO "COAXING"!

It's made right
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That's why it's the most popular Fountpen.
Does not Leak, Scratch or Dry Up.
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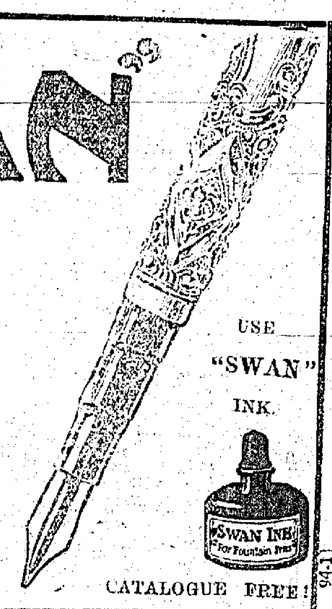

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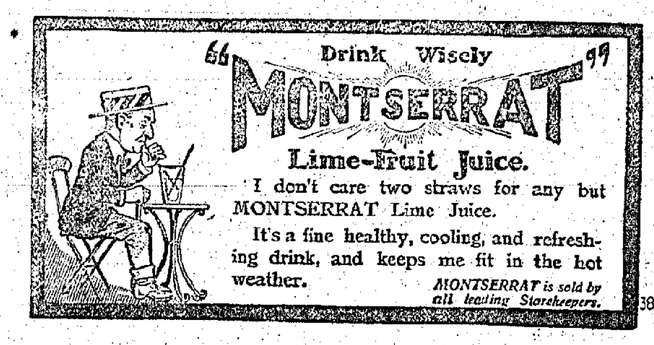

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PRINCE OF WALES A PRISONER.

ROYAL SCOUT TRAPPED AND DISARMED BY ENEMY.

RESCUED BY RED FORCE.

HERMITAGE, BERKS, June 15th.

It was at 2.30 yesterday that the Red force, to which the Prince is attached, left Oxford by train for Hermitage, whence they march and fight their way to Mitchell Camp, near Aldershot.

The Prince travelled third class, just like the other privates, and in camp he will share a tent with other privates and have no servant.

And his marching kit is just as heavy and just as meagre as everybody else's.

Four companies of infantry represented the Red Army, and I had the privilege of accompanying them from Oxford and seeing at close quarters the exciting events of the day which led to the Prince's capture by the Blue Army, and his subsequent rescue.

To the number of over 200, the officers and men of the Red Army, assembled outside the Great Western Station at Oxford at two o'clock. They were due to leave by train for Hermitage at 2.35, and were then to march to Bradfield College.

A large crowd, consisting mainly of women and children, gathered at the station and quickly recognised the Prince as he marched almost at the rear of his company.

The men were halted, and, standing easy, spent the time talking in groups.

One old lady who was at the back of the crowd elbowed her way forward and tried to pass a policeman.

"Do let me see the Prince," she said. The policeman pointed him out to her.

"Oh, doesn't he look a dear!" she exclaimed.

The companies were re-formed and marched into the station, where the men—the Prince included—took their seats in third-class compartments. The officers travelled first-class.

Hermitage was reached at 3.30, and as the men were lined up on the platform a motor-cyclist brought news that the enemy were in force on Bucklebury Common, about three miles away.

The Prince and another private were immediately ordered to act as scouts for the main Red force, and, carrying their rifles at the trail, they hurried off up the road in the direction of Bucklebury.

The Prince set the pace. Although the sun's rays were very powerful and there was very little breeze about, he walked exceptionally fast in his anxiety to come in touch with the enemy.

He kept his eyes well open, and now and again asked people he met if they had seen any of the Blue force—men with white bands round their caps.

A shrill whistle in the distance was the order to halt, and the Prince and his fellow-scout lay down on the roadside until the first supports caught them up.

A boy riding a bicycle passed. The Prince called to him and questioned him closely. The boy was full of information. He told the Prince that the enemy were about a mile away.

"Go and tell the officer with the troops coming up the road—be quick," said the Prince, and the boy, who had no idea that he had been talking to the son of the King of England, rode rapidly on and told the news to the main Red army.

An order to advance was at once given.

The Prince and his comrades sprang up and pushed forward, but, knowing the enemy were near, the Prince was very cautious, and took cover under trees every now and again.

He could see no sign of the enemy. A Red motor-cyclist dashed by. "They're in front," he shouted.

"YOU'RE OUR PRISONERS."

Approaching a bend in the road the Prince warily crept under some trees, his rifle at the ready.

Then, with startling suddenness, ten men with white bands round their caps sprang up from the bracken.

They were the advance guard of the enemy, and the Prince and his comrade were caught in a trap.

"Hands up," they shouted. "You're our prisoners. There are a hundred of us here! It's no good resisting. If you do, we'll shoot you."

And with one bound the ten men sprang upon the Prince and the other scout and overwhelmed them.

They snatched away the Prince's rifle and emptied the magazine. They tore off his belt and took out the cartridges, and then restored the rifle to him.

"No more fighting for you to-day," exclaimed the captors, who had no idea at the time that their prisoner was the Prince of Wales. Then they served the other scout in just the same fashion.

But the triumph was short-lived. A minute or two later Red supports were seen running forward in the distance, and the Prince's captors—those who were mounted cyclists—hurriedly mounted their [illegible] and rode away, while those on [illegible] hastened off as quickly as they could.

The Prince was rescued, another twenty rounds of cartridges were served out to him, and he continued his march. The 'Varsity corps [illegible] for the night at Bradfield College, and the Prince, with other members of his contingent, slept in the cricket pavilion.

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s latest Piece Goods Market Report says:—

The reported conflict between the Northern and Southern troops in the neighbourhood of Kiukiang following on the occurrences at Wuchang, together with the general uneasy feeling as to the future course of political events, has brought trade during the past few days to a complete standstill, and something almost bordering on a panic among the local native dealers has momentarily destroyed confidence to almost the same extent as at any time during the Revolution in the Autumn of 1911.

The unwarranted demoralisation which has so suddenly set in the local market appears to be more intense than the actual situation justifies, as no definite news has so far been received of serious fighting or disturbances in any place except at Kiukiang. Rumours have been rife, however, of fighting in different places and although these have almost invariably proved to be unfounded, they have had the effect of suddenly destroying credit in native financial circles with the result that markets other than those along the Yangtsze, such as Tientsin, Tsingtau and Newchwang, which are unaffected directly by present trouble, are unable to carry on their business even to the extent of taking delivery of goods purchased by them quite recently.

Owing to the somewhat excited state of native feeling, the local piece goods auctions have been abandoned from yesterday, and the exchange value of the dollar was suddenly rushed from Tls. 73.5 per $100 to Tls. 80.00 per 100 on the 10th inst., but has since declined to Tls. 0.75.7.

THE TRADE OF INDIA.

The review of the trade of India in 1912-13 says that the prosperity of the world trade in spite of diverse hostile influences of a serious nature was extraordinary in the year under review. The wars of Italy and of the Balkan States against Turkey impaired confidence. In the United States of America activity was presumably restricted to some extent by the incidence of the Presidential election with its attendant uncertainties as to the future policy. In Europe there were recurrent labour troubles, notably the great coal strike in England; and untimely rains in the autumn damaged agricultural produce throughout a large part of Europe. But throughout the world all obstacles were submerged and all deficiencies obliterated by the flood of prosperity. One of the best indications of trade activity is activity in shipbuilding, and in 1912 this was unprecented. The movement of world's prices was upwards, and Sauerbeck gives 85 for 1912 against 80 for 1911. The price of cotton, Middling American, rose from 5.11d. to 7.11d. per lb.; but that for beet sugar declined from 14s. 7½d. to 9s. 3d. in the face of a large beet crop.

India's grand total of exports and imports was Rs. 465.16 crores as against Rs. 430.2 crores in 1911-12, the increase being one of Rs. 34.96 crores or 8.1 per cent. The total includes some Rs. 58.24 crores of gold and silver, imported and exported, and Rs. 4.74 crores of foreign merchandise re-exported, but it excludes about Rs. 5.62 crores of stores imported by Government, of which Rs. 2.54 crores represent material for State Railways and also about Rs. 14.22 crores of treasure on Government account. Exports represented 54.4 per cent. of this grand total and amounted to Rs. 252.95 crores as against Rs. 238.21 crores in the previous year. The increase here was Rs. 14.74 crores; and this represented 42.2 per cent. of the total increase in trade and 6.2 per cent. on the export figures for 1911-12. Imports had a total value of Rs. 212.21 crores as against Rs. 192 crores in 1911-12, the advance here being Rs. 20.21 crores or 10.5 per cent. Exports of Indian merchanise represented 98.1 per cent. of the total exports, 59.3 per cent. of the sum of imports and exports of merchandise, and 51.9 per cent. of the total trade, as against 97.4 per cent., 60.5 per cent., and 51.6 per cent. respectively in 1911-12. These exports rose from Rs. 221.82 to Rs. 241.16 crores, which implies a rise of Rs. 19.35 crores or 8.7 per cent. This accounts for 55.3 per cent. of the total increase in the year's trade.

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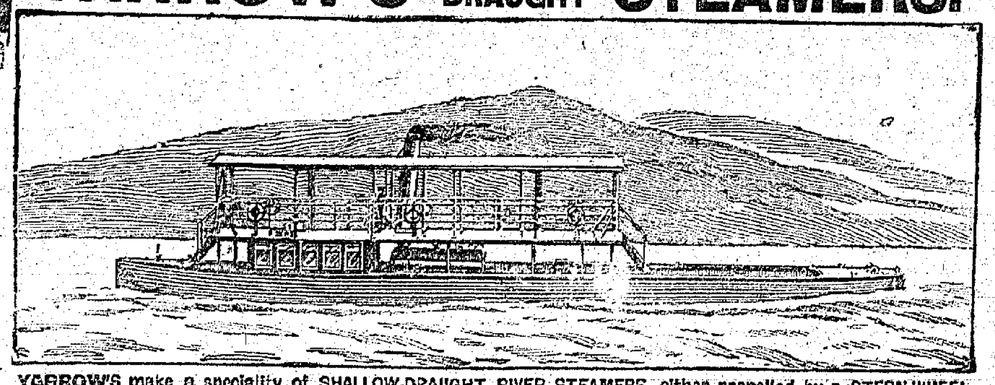

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Miss Sybil Keymer, "Riversmere," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic at every opportunity."—July 11, 1912.

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FASHIONS AND FANCIES.

CRINOLINES AND GOWNS OF 1830.

Before the very tight skirt came in we should have hailed with something approaching dismay the news from Paris that the fashions of 1830 are expected to supersede those of the present year. But, as a relief from tightly-dragged skirts, no petticoats, and copious visions of hosiery, the gowns of 1830 would be a welcome change. It is the fashion now to deride everything Victorian, but perhaps leniency will be extended to the year 1830, which was not Victorian. Her late Majesty did not ascend the Throne until 1837. There is even a rumour that crinolines will follow upon this revolution in dress. That would be bad indeed, but scarcely worse than the plague of ugly and indecorous dresses from which we are now suffering. It is a curious thing that in the midst of so much that is verging upon the indecent, the purists should object to the word "petticoat" and insist on replacing it by the term "underskirt." It is quite possible that a compromise between the ultra-tightness and over-fullness may be the outcome of recent extravagances.

SLEEVES.

It is certain that the kimono sleeve is declining in popularity, probably owing to the excessive looseness which it encouraged in the gown itself. The sleeves set in at the shoulders with a seam are now very often seen both in evening gowns and in dresses for afternoon wear. The short sleeve is often finished with a couple of little frills at the elbows and a particularly pretty variety has this frill narrow at the inner arm, widening at the outer side and turned back from the arms. Soon we shall be having the graceful deep lace frill that made the Marquise sleeve so abundantly charming and becoming. At the present moment sleeves may be either just long enough to turn the elbow or of sufficient length to reach the wrist. A favourite style is the mousquetaire cuff in some contrasting material turned back midway between elbow and wrist. The mode of under-sleeves or of sleeves in two portions, loose above the elbow, tight below, is returning. The fashion of bordering coat sleeves with frilling similar to that round the neck and down the fronts is still existent, but it is not probable that it will last very long.

FRUIT BUTTONS.

The latest things in buttons are in the form of fruits, the small ones cherries and strawberries, the larger apples and plums. These are used for trimming country dresses in light crêpe or voile. It must be noted that for the seaside season in France shoes of white satin with black velvet heels and sandals of black satin ribbon are the latest murmur. For protection from the sun on the planks or the sands the newest en-tout-cas is in white linen with bunches of black grapes appliqué all round the edge and raised in relief. The cretonne sunshade in multicolour is enjoying much popularity.

THE GROWING FRILL.

Sleeveless coats in black or white lace, long enough to reach the knees and sometimes draped panier fashion, are very much worn. With a black chiffon gown arranged with three flounces, one of these coats in Chantilly is worn. The hat accompanying it has the orthodox three brims in unlined black tulle superposed, each wired round the edge, the three forming a shade for the eyes. The frill has now invaded the toque and, in some instances, displays considerable exaggeration, imparting a very night-cappy effect. In black tulle it is less open to this objection. The frill in some cases is so deep that, at the back, it rests upon the shoulders while in front and at the sides it almost completely masks the features. This has been a season of frills, and we must expect that they will exhibit much extravagance before they leave us entirely. Once more the hair is almost hidden by the smart toque, and very few of our fashionable women seem to possess the art of so arranging headgear as to make it look comfortable, feel comfortable, and yet not entirely hide nature's becoming frame to the face. Where will frills burst out next? Perhaps on shoes!

BUTTERFLIES IN LACE.

The butterfly is the pet ornament of the hat of the moment. Gigantic in size, it is made of tulle or lace or velvet, also in white feather resembling grebe and is invariably finished by very tall antennæ. On a toque made of pink and grey ribbon folded across the crown and finishing in two large loops at the back, there is a black butterfly in front, made of similar lace to that which is drawn tightly round the upturned brim. A novelty to be seen at the Grand Prix is a Tuscan straw hat trimmed with small strawberries with their leaves and blossoms. A little bunch of the berries fell over the hair under the brim on the left side. Cherries have long enjoyed the favour of the fashionable in his way, and strawberries are only a little less effective.

THE THREE-TIER BACK AGAIN.

The three-flounce skirt becomes more and more fashionable both in Paris and in London. At Longchamps next Sunday visitors to the Grand Prix will be wearing white gowns in broderie anglaise, in embroidered silk with scalloped flounces and in lace carried out in the three style. It is true that some of these drawn in at the ankles in a way that destroys the beauty of line, but, for the most part, they are admirably graceful. The new mode of wearing a rather full deep lace flounce from the waist in white or cream over black has many adherents. Some of these are carried up in front and at the back, forming a sort of high belt, if anything can be so called that has no continuation at the sides. The bodice is usually in white lace or embroidery, very much open in front, and sometimes forming sleeves. The fichu is often adopted for this kind of upper bodice.

OF COATS AND COATEES.

The very brightly-coloured short coat is passing. It has been found too glaring to be either becoming or artistic. Its successor is rather shorter, and it is usually modified by a covering of transparent embroidery or lace. Princess Alexander of Teck wore a charming specimen when attending a charity function. It was in Celadon green, with the palest possible grey openwork embroidery laid flat all over it. Another worn by a great lady was in sunset pink with deep cream-coloured lace shaped to cover the coat entirely, and finished round the outlines with dull gold cord. Many of these little coats are cut away in front, affording little or no protection to the chest. With the inclement weather of many recent days these have proved ineffectual for resisting the cold. One of the consequences is that boas are worn much longer than before, the ends serving to cover the chest as well as to protect the neck.

TOO MANY PLUMES.

The fashion of wearing many feathers on the hat with a full boa to match, both often in very bright colour, gives a curious aspect to the wearer, this prodigality of plumes contrasting with the meagre appearance of the skirt and making the figure quite out of drawing. The little chiffon coat, with its lining of thin lawn, is warmer than could be imagined, and whether in white or in pale tints is very soft-looking and becoming The sleeves are short and quite full.—X. AND Z. in the *Globe*.

THE TRADE OF AMOY FOR 1912.

Mr. Consul Little in his annual report says:—

The net value of the trade of the port in 1912 was £3,186,800, as compared with £2,748,300 in the previous year, both imports and exports, but mainly the former, contributing to the increase. Re-exports showed a slight decrease, falling from £196,100 in 1911 to £184,000 in 1912. The higher values shown by the above figure would appear to be mainly due to the higher rate of exchange, the values in silver being almost the same as in the previous year.

Foreign Imports.—Foreign imports were valued at £1,928,200 as against £1,730,300 in 1911, nearly all articles contributing to the increase. The most noticeable increases were in grey shirtings, chintzes, fancy cottons, fish, flour, and American oil, whilst oil from Sumatra and Borneo and rice from Rangoon showed a large decline. As the fall in the last-mentioned article was very heavy, amounting to over 500,000 cwts., foreign imports generally advanced considerably more than—the above figures indicate.

Opium.—The importation of Indian opium amounted to 1,916 cwts., a decrease of 862 cwts. No native opium entered the port.

Extensive Cultivation of Poppy.—There has been a considerable relaxation of activity in the suppression of opium smoking, and the reduction in the number of smokers would appear to be rather due to the high price of the drug, which places it beyond the reach of the poor, than to repressive measures. As regards poppy cultivation there is not even the semblance of prohibition, for there is no doubt that the poppy is being grown all over the district. I have myself seen it growing in many different places within a radius of 20 miles of Amoy. When travelling over the railway to Changchow I counted in the course of five or six miles about 100 patches, covering perhaps in the aggregate 30 or 40 acres. What the total area amounts to it is impossible to state even approximately; one can only say that the cultivation is extensive and widespread. The official explanation of this state of things is that the unsettled condition of the country following the revolution rendered preventive measures impossible at the beginning of the season, and that any attempt to root up the crop now that it is well advanced would be calculated to provoke opposition which the local authorities would be unable to cope with. This apprehension is probably well founded, for the loss of the crop could scarcely fail to reduce many people to destitution.

Native Imports.—The value of native imports was £928,100 as against £710,400 in 1911. The chief increases were in bean cake, beans, flour, and wheat.

EXPORTS.

Exports were valued at £514,400, a slight advance in sterling but a considerable decrease in currency. Bricks, paper, and tobacco declined, whilst bags, sacking and sugar improved. Most of the exports go to the Straits Settlements and Dutch Indies for the use of Chinese settled there. The business is mainly in the hands of Chinese and British subjects of Chinese origin.

Shipping.—The tonnage entered and cleared amounted to 2,140,569 tons, an advance of about 13,000 tons on the previous year. The British share of this was 1,324,172 tons, an increase of some 22,000 tons. The remainder was mostly divided between the Japanese, Chinese, and Dutch flags.

GENERAL.

Tranquillity prevailed during the year in the vicinity of the port, but the Hsinhwa and Tung-an districts have been disturbed by bands of robbers. To all appearances the change of Government has been acquiesced in by the people, and there has been no occurrence of a reactionary character. Pigtails have been discarded by most of the local population, but are still retained by many people inland. Foreign caps, hats, and clothes are much in evidence, and new houses appear to be mostly built in semi-foreign style. There is a growing taste for foreign wines and spirits, and also, it would seem, for foreign biscuits, for the agent of a well-known British company recently discovered there were three native firms here making imitations of their goods. A demand for foreign artificial manures has recently sprung up owing, I understand, to their cheapness as compared with bean cake, the price of which has greatly risen in recent years. I am told that orders for 1,500 tons have already been placed this year.

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PASSED THE CANAL.

May 30th—*Antilochus, Nore.*

June 6th—*Teucer, Tydeus, Den of Glamis.*

June 10th—*Bohemia, Nippon.*

June 13th—*Indrani, Nile, Perseus.*

June 17th—*Dunbar.*

June 20th—*Vorwaerts, Cotswold Range, Yangtsze, O. J. D. Ahlers.*

June 24th—*Meinam.*

July 1st—*Benvenue, Palawan, Afghan Prince, Arabia, Tranquebar, Glenfarg.*

July 4th—*Belgravia, Kitano Maru, Peleus, Polynesien.*

July 8th—*Ambria, Goeben, Japan, Theseus, Baron Ogilvy, Neleus.*

July 11th—*Annam, Hyson, City of Baroda, Nyanza, Baron Jedburgh.*

July 15th—*Benlomond, Idomeneus, Sumatra, Wakasa Maru, Kioto.*

July 18th—*Aki Maru, Australien, Austria, Buelow, Iyo Maru, Persia.*

ARRIVALS AT HOME.

July 18th—*Ghazee, Himalaya, Lothian, Africa, Paul Lecat, Oanfa.*

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Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. B. E. Prichard, Weihaiwei.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darwall, on passage Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Commr. Hugh P. E. T. Williams, Weihaiwei.

Cherub, water tank and tug, 395 tons, 340 i.h.p., Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Hongkong.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.

Flora, 4,360 tons, 9,000 f.d., 12 guns, Capt. Charles F. Corbett, M.V.O., Shanghai.

Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Capt. Marcus Rowley Hill, Weihaiwei.

Kinsha, 616 tons, 1,200 i.h.p., Lieut.-Comdr. H. Marryatt, Yangtsze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Singapore.

Minotaur, armoured cruiser (flagship Vice-Admiral T. H. Jerram, C.B.) 27,000 i.h.p., Capt. E. B. Kiddle, Weihaiwei.

Monmouth, armoured cruiser, 9,800 tons, 22,000 i.h.p., Capt. B. H. F. Bartlelot, M.V.O., Weihaiwei.

Moorhen, river gunboat, 180 tons, 2 guns, 300 i.h.p., Lt.-Comdr. Alan Dixon, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.d., Capt. F. A. Powlett, Weihaiwei.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. Malcolm Murray, R.N., Yangtsze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut.-Comdr. E. J. G. Mackinson, Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River.

Rosario, depot ship for Submarines, 980 tons, 1,400 i.h.p., Commander N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, West River

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtsze.

Taku, torpedo boat destroyer, 365 tons, 6,000 i.h.p., Gunner W. H. Ryder, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 300 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Chungkiang.

Thistle, gunboat, 710 tons, 900 h.p., Lt.-Comdr. H. R. N. Cottrell-Dormer, Yangtsze.

Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Weihaiwei.

Virago, torpedo boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Comdr. Boddam Whetham, Weihaiwei.

Welland, [illegible],500 f.d., 6 guns, Comm[illegible], Weihaiwei.

Whiting, torpedo boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. R. Neville, Weihaiwei.

Widgeon, gunboat, 195 tons, 2 guns, 300 h.p., Lieut.-Comdr. J. C. F. Borrett, Yangtsze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. M. B. R. Blackwood, Yangtsze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. Robin W. Lloyd, Yangtsze.

Submarines:—

C. 36, D. J. McGillowie, Lieut.-Comdr.

C. 37, J. A. Gaimes, Lieut.-Comdr.

C. 38, R. J. C. Pope, Lieut.-Comdr.

T.B. 035, Li[illegible]mdr. Hindley, Hongkong.

T.B. 035, La[illegible]mdr Stileman, Hongkong.

T.B. 037, Lieut.-Comdr. Nicol, West River.

T.B. 038, Lieut.-Comdr. Seymour, West River.

NOTICES TO CONSIGNEES.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, L.d., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th July will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 28th July, at 9.30 A.M.

All Claims must reach us before the 4th August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 21st July, 1913. [4

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 29th July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th July, at 9.30 A.M.

All Claims must reach us before the 5th August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 22nd July, 1913. [4

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NANKIN,"

Arrived Hongkong on 23rd July, 1913,

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 23rd July, 1913. [1

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And every wise mother remembers then that her daughter has arrived at a critical age, that her daughter's greatest need now is red blood, to help her through this most trying time, to save her from the Anæmia and its consequences which will surely follow neglect.

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Dr. Williams' pink pills for pale people are obtainable from all medicine vendors; and from the Dr. Williams' Medicine Co, 84, Szechuen Road, Shanghai, one bottle for $1.50, six for $8 post free.

Be careful to observe the full name on the package:—

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UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

ADDRESS	FROM
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Cheonglee	...Singapore
Chinchinjoon	...Singapore
Hahn Manager	.. Medan
Jem	...Manila
Joy, H.M.S. *Fort*	...Brisbane
Kisa Hara	.. Bokushikyaku
Kawhera Moritaro	...Thursday Is.
Kongwahsiang	...Bangkok
Kwongchonglong	..Singapore
L. C. Morse	.. Manila
Lowthuan Chop Thaichowteem	Choongwah .. Taiping, Perak
Penang	Bombay
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8752	...Hankow
2319/3703	...Tientsin

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AT HONGKONG

FOR

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DR. WILDER AND THE NEW U.S. MINISTER.

Speaking to a representative of the *Shanghai Mercury* on the appointment of Dr. Paul S. Reinsch as American Minister to Peking, Dr. Wilder said that the choice was admirable and will meet the wishes of the Chinese and foreigners alike.

"Dr. Reinsch," the Consul-General proceeded, "is 44 years of age, in good strength; a man of dignity but personally most affable and agreeable. He was born in Milwaukee, Wisconsin, and was educated not only in the United States but abroad. He is of German-American stock and speaks German so well that he lately served as Exchange Lecturer (Roosevelt Professorship) to the University of Berlin, when the German Emperor was in the audience. His department is Political Science, and for years he has been notable, for his pupils were peculiarly devoted to him and many of them have already achieved note. He makes them associates in his literary research work. For instance, in the preface to his last book on Asiatic questions he thanks Mr. H. B. Hawkins and Dr. Stanley K. Hornbeck for assistance. Both of these young men are now in China, Mr. Hawkins being the acting Customs Commissioner at Santuao and Dr. Hornbeck a teacher in the Law College at Mukden. Mrs. Hawkins is a sister of Mrs. Reinsch.

"The first book of Dr. Reinsch to attract wide attention was 'World Politics,' in which, for the first time, he linked up Japan and China with future American and European trends of politics and trade. He is a profound thinker, and his addresses, and notably his last book on Asiatic movements, are addressed to the thoughtful. Colonial administration is one of his themes, and this study has led to a large acquaintance with public men of Europe.

"Dr. Reinsch has been to South America twice for the States Department, having attended the third Pan-American Conference in Rio de Janeiro and other international Congresses. Dr. Reinsch is a sane, cautious man, and has long been interested in questions of China. His personal qualities will win for him esteem, and I am confident his term will be notable. He has been a growing man, and the successive tasks assigned him as a publicist have each been well done. He is a thorough worker. Mrs. Reinsch is a lady of much charm. They have a number of young children."

TRAGIC AFFAIR ON THE "MONGOLIA."

SUICIDE OF CHIEF STEWARD.

A painful tragedy occurred on board the P.M. steamer *Mongolia* on June 28th, during the liner's last voyage from Yokohama to Honolulu. Sometime on that day, the chief steward, Mr. Donohue, seems to have committed suicide by jumping overboard, no further trace having been found of him since then.

The *Japan Advertiser* states that at 5.15 on the morning of the 28th ultimo he was seen by a boy while the latter was engaged in cleaning the brasswork in one of the cabins, and he was also seen passing by the purser's office, but from that point nothing could be ascertained regarding his movements. When the steamer reached Honolulu the local Pressmen displayed great interest in the occurrence, and even advanced the suggestion that Donohue might have been the victim of foul play, but those most intimate with him and his reputation among his fellow-officers and subordinates scout the idea that he had any personal enemy who would have pushed him overboard.

The chief steward, though a comparatively young man, was one of the oldest employés of the Pacific Mail Steamship Company, and among the few lucky survivors of the terrible disaster to the *Rio de Janeiro* which foundered in San Francisco harbour some twelve years ago. Donohue was a bachelor, and apparently in good health, while financially he was supposed to be doing exceptionally well, so that his associates are at a loss to account for his tragic act save on the assumption that it was the result of a sudden mental aberration. On the other hand, his disappearance may have been due to accident, but considering the circumstances this appears unlikely. Failing an unexpected clue, Donohue's death will remain a mystery.

NEW DOCKS FOR GLASGOW.

The Clyde Navigation Trustees at a recent meeting resolved to obtain Parliamentary powers for utilizing certain lands on the south side of the river for an extension of the harbour of Glasgow. The ground extends from the Corporation sewage purification works at Shieldhall to Renfrew, having a river frontage of two miles and a depth inland varying from three-quarters of a mile at the east end to a quarter of a mile at the west end.

The proposal is for the construction of five additional basins and does not include the proposed new large graving dock at the Renfrew end. Sir Thomas Mason, the chairman of the Clyde Navigation Trust, claimed for the scheme that it would be about as complete a set of modern docks as would be found anywhere in the world. With the exception of the recent dock made at Shieldhall and the Rothesay Dock the part of the scheme which they proposed to operate on just now would give something like two miles of quayage and would cost £1,500,000. At the same meeting the largest revenue in the history of the Trust was reported.

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Hongkong, 10th March, 1913.

WEATHER REPORT.

On the 24th at 12.40 p.m.—Red South Cone and Drum hoisted.

At 18.34.—Black South Cone and Drum hoisted.

On the 25th at 9.40 a.m.—Black South Cone hoisted.

At 11.25 a.m.—Pressure has increased slightly over the Philippines and along the east coast of China, and moderately over Tongking. It is decreasing slightly at Hongkong.

No returns from Japan.

At 6 a.m. this morning the typhoon was in about latitude 20 deg. N. and longitude 115 deg. E. travelling west, or west-north-west.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.66 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST.
* Hongkong & Neighbourhood	
Formosa Channel	E. to S.E. winds moderate.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan...	Cyclonic gale.

* E. winds, moderate; fair to showery.

CHINA COAST METEOROLOGICAL REGISTER.

25TH JUNE, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vostock	7 a.	—	—	—	—	—	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima.....	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishi'jma	"	—	—	—	—	—	—
Bonin Is.	"	—	—	—	—	—	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei ...	"	—	—	—	—	—	—
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.72	78	100	SE	1	b
Gutzlaff	"	29.74	77	—	SSE	4	bv
Sharp Peak ...	7 a.	29.67	83	—	NE	3	c
Amoy	6 a.	29.72	85	75	NE	2	c
Swatow	"	29.63	82	83	NE	2	b
Taihoku	5 a.	29.65	—	—	E	4	—
Taichu	"	29.65	—	—	—	0	—
Tainan	"	29.65	—	—	—	0	—
Koshun	"	29.65	—	—	E	2	—
Pescadores ...	"	29.62	—	—	—	0	—
Canton	9 a.	29.61	86	72	NE	1	c
Hongkong ...	6 a.	29.56	82	78	NE	5	cq
Gap Rock	"	29.52	—	—	ENE	6	c
Macao	"	29.56	81	—	NNE	2	c
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Fakhoi	"	—	—	—	—	—	—
Phulien	6 a.	29.63	79	—	WNW	2	c
Tourane.....	"	29.60	82	—	—	0	c
C. St. James ...	"	29.82	77	—	SW	4	dh
Aparri	"	—	—	—	—	—	—
Manila	"	29.73	77	—	SSW	2	c
Legaspi	"	29.76	77	—	WSW	2	c
Bacolod	9 a.	29.83	89	—	SW	2	c
Iloilo	"	—	—	—	SE	2	cr
Cebu	"	29.84	83	—	S	2	c
Labuan	"	29.88	86	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail 2, lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet)

7 RAIN in inches tenths and hundredths

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 25th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.61	29.56	29.54
Temperature ..	80	82	80
Humidity..... ..	89	78	88
Wind Direction ...	East	NE	East
" Force	3	5	4
Weather	o	oq	opq
Rain.....	—	0.66	—

Highest open air Temperature on 24th ..88
Lowest open air Temperature on 24th ..80

HONGKONG TIDE TABLE.

From 26th July to 1st August, 1913.

			HIGH WATER			LOW WATER	
Days of Week.	Days of Month.		H'kong Mean Time.	Height.		H'kong Mean Time.	Height.
			h. m	ft. in.		h. m.	ft. in.
Satur.	26	m	2 38	4 8	m	8 39	3 6
			1 53 a	4 4		8 34 a	2 9
Sun.	27	m	3 9	5 2	m	10 57	3 3
			3 45 a	3 9		8 49 a	3 2
Mon.	28	m	3 51	5 6		0 22 a	2 7
			6 10 a	3 5		9 8 a	3 4
Tues.	29	m	4 44	6 2		1 16 a	2 0
			7 50 a	3 5		9 54 a	3 5
Wed.	30	m	5 29	6 8		1 58 a	1 3
			8 50 a	3 6		11 16 a	3 6
Thurs	31	m	6 35	7 3		2 37 a	0 7
	Aug.		9 31 a	3 8			
Fri.	1	m	7 30	7 8	m	0 38	3 5
			10 6 a	4 0		3 15 a	0 3

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Newchwang	Ichang	Kwangchauwan
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CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong. 27th July, 1913, 10th Sunday after Trinity. Holy Communion (8.15 a.m.). Matins (11 a.m.). Responses, Ferial; Venite, Hine; Psalms, Beethoven, Garrett, Troutbeck; Te Deum, Lawes, Cooke, Hopkins; Benedictus, Goss (10th evening); Hymns, 242, 247, and 156. Evensong (5.45 p.m.). Responses, Ferial; Psalms, of the 27th evening; Magnificat, and Nunc Dimittis, Walmisley in D minor; Anthem, "Like as the hart," Novello; Hymns, 210, and 305; Sevenfold Amen. *N.B.*—Psalm 126, verses 1, 2, and 7 in unison; Psalm 127, verses 1, 2, and 6 in unison; Hymn 128, verses, 7 in unison; Psalm 129, verses 1, 2, 5, and 6 in unison; Psalm 130, verses 1, 2, 7, and 8 in unison; Psalm 131, verse 4 and G. P. in unison; Hymn 305, verses 3, 5, and 8 in unison.

ST. ANDREW'S CHURCH, Kowloon. 10th Sunday after Trinity, 27th July, 1913. Matins:—Responses, Festal; Venite, 27th Day; Psalms, as set; Te Deum, Woodward, Smart, Turle; Benedictus, Troutbeck; Hymns, 352, 182, and 365. Evensong:—Hymn, 242; Responses, Festal; Psalms, as set; Magnificat, Smart; Nunc Dimittis, Felton; Hymns, 350, 208, and 24 (1st tune). Kyrie, Mendelssohn.

UNION CHURCH, Kennedy Road. Sunday July 27th. Morning, Worship, at 11 a.m. Evening Worship, at 6 p.m. Preacher, Rev. J. Kirk Maconachie.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE,"

Captain G. J. Coldwell, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 2nd August, 1913, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALOJA, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "CALEDONIA," due in London on the 14th September, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 21st July, 1913.

PASSENGERS.

ARRIVED.

Per *Empress of India*, for Hongkong, from Vancouver, etc., Major-General J. H. Kelly, Miss M. Guy, Mrs. Geo. Crook, Miss E. W. Fraser, Mr. A. Greenley, Mrs. A. J. Pollock, Dr. Pelz, Mr. M. B. Hanafin, Mr. A. T. de Souza, Mr. H. Falk, Mr. Claude Severn, Mr. P. C. T. Goodwin and Mr. B. Fischer.

DEPARTED.

Per *Prinz Eitel Friedrich*, for Europe, etc., Mr. A. W. Merton, Mr. H. S. Rolfe, Mr. W. D. Braidwood, Mr. Brotherton Harker, Mr. W. Schutz, Mr. and Mrs. Weber, Mr. F. Perzysalki, Mr. Emily H. Payne, Mr. P. A. van de Sladt, Mr. H. Groth, Mr. and Mrs. H. D. Raymond, Mr. G. A. Gardamer, Col. R. Love, Mr. Wogawa and Miss Uhla.

Per *Princess Alice*, for Shanghai, etc., Mr. C. C. Halleem, Mr. H. C. A. Fromm, Mrs. H. L. Cole, Mr. H. Dicke, Mr. Y. Geowen, Dr. E. Pond, Rev. J. L. Sanchez, Mr. Schummann, Mr. A. J. Welcenk, Mr. F. Mieuhaus, Miss L. Holles, Mr. C. Gerken, Rev. C. B. Shann, Rev. Father R. Beye, Rev. L. Lemonie, Mrs. E. Willson, Mr. H. E. Willson, Mr. E. Schoefer, Mr. F. Kameya, Mr. K. Nishiyama, Mr. Souher, Mrs. M. Luchins and Mr. T. Richards.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* arrived at Vancouver on the 22nd July, between 8 and 10 p.m.

The P. & O. str. *Nyanza* is expected to arrive at Penang on the 28th July, at 6 a.m.

The C.P.R. str. *Empress of Russia* left Yokohama on the 24th July, at 6 p.m.

The N.Y.K. str. *Kitano Maru* (European Line) left Singapore for this port on the 25th July, and is expected here on the 30th July.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	On 2nd Aug., at Noon.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	...	JARDINE, MATHESON & Co., LD.	On 5th Aug.
LONDON & ANTWERP VIA SINGAPORE, &C.	SIMLA	Brit. str.	—	G. Phillipps	P. & O. S. N. Co.	About 6th Aug.
HAVRE, BREMEN & HAMBURG, &C.	GOLDENFELS	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERIKA LINIE	To-day.
HAVRE, DUNKIRK, ROTTERDAM & HAMBURG, &C.	BERMUDA	Ger. str.	k. w.	Feldmann	HAMBURG-AMERIKA LINIE	On 18th Aug.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	ERNEST SIMONS	Fren. str.	—	Brunot	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C.	ATSUTA MARU	Jap. str.	—	J. Nagano	NIPPON YUSEN KAISHA	On 30th inst., at D'light.
MARSEILLES, HAVRE & HAMBURG, &C.	PERUSSEN	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 12th Aug.
MARSEILLES & HAMBURG, &C.	SAXONIA	Ger. str.	k. w.	Neumann	HAMBURG-AMERIKA LINIE	On 22nd Aug.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &C.	SANUKI MARU	Jap. str.	—	Sato	NIPPON YUSEN KAISHA	On 29th inst., at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	DEN OF RUTHVEN	Brit. str.	—	...	JARDINE, MATHESON & Co., LD.	On 23th inst.
VICTORIA, B.C., & TACOMA VIA KEELUNG, &C.	CHICAGO MARU	Jap. str.	—	Goto	OSAKA SHOSEN KAISHA	On 7th Aug., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG, &C.	CANADA MARU	Jap. str.	—	K. Hori	OSAKA SHOSEN KAISHA	On 23rd Aug., at 1 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	YORCK	Ger. str.	—	H. Formes	MELCHERS & Co.	On 6th Aug., at 10 A.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &C.,	E. F. FERDINAND	Aus. str.	—	...	SANDER, WIEHLER & Co.	About 31st inst.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &C.	BOHEMIA	Aus. str.	—	...	SANDER, WIEHLER & Co.	On 15th Aug., at 4 P.M.
BOSTON & NEW YORK	ARAGONIA	Ger. str.	k. w.	Enigk	HAMBURG-AMERIKA LINIE	On 1st Aug.
VANCOUVER VIA SHANGHAI, JAPAN, &C.	EMPRESS OF INDIA	Brit. str.	2 m.	...	CANADIAN PACIFIC R. Co.	On 30th inst., at Noon.
VANCOUVER, SEATTLE and/or TACOMA & P'LAND. (Or.)	BRISGAVIA	Ger. str.	k. w.	Ernst	HAMBURG-AMERIKA LINIE	On 31st inst.
VANCOUVER VIA SHANGHAI, JAPAN, &C.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 30th Aug., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	CHINA	Am. str.	—	H. Thompson	PACIFIC MAIL S.S. Co.	On 29th inst., at Noon.
SAN FRANCISCO VIA KEELUNG & JAPAN, &C.	MANCHURIA	Am. str.	—	...	PACIFIC MAIL S.S. Co.	On 5th Aug., at 1 P.M.
SAN FRANCISCO VIA KEELUNG & JAPAN, &C.	CHIYO MARU	Jap. str.	—	W. W. Greene	TOYO KAISEN KAISHA	On 7th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	INABA MARU	Jap. str.	—	S. Tominaga	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 9th Aug., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	...	GIBB, LIVINGSTON & Co.	On 16th Aug., at 11 A.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KIYO MARU	Jap. str.	—	...	TOYO KISEN KAISHA	On 5th Aug., at Noon.
JAPAN	TJILATJAP	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
YOKOHAMA & KOBE VIA SHANGHAI	VORWAERTS	Aus. str.	—	...	SANDER, WIEHLER & Co.	About 31st inst.
YOKOHAMA, KOBE & MOJI	FULTALA	Brit. str.	—	Chidley	JARDINE, MATHESON & Co., LD.	On 15th Aug., at 4 P.M.
KOBE & MOJI	TOKILLA	Brit. str.	—	C. J. Swanson, R.N.R.	DAVID SASSOON & Co., LD.	To-day, at 4 P.M.
KOBE & MOJI	SUISANG	Brit. str.	—	...	JARDINE, MATHESON & Co., LD.	On 30th inst., at Noon.
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 30th inst., at 5 P.M.
KOBE	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	MELCHERS & Co.	About 19th Aug.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 29th inst., at 5 P.M.
MOJI, KOBE & YOKKAICHI	SAIGON MARU	Jap. str	—	T. Yamaguchi	OSAKA SHOSEN KAISHA	On 22nd Aug., P.M.
TSINGTAU, CHEFOO, NEWCHWANG & CHINWANGTAO	ICHANG	Brit. str.	1 m.	W. Shone	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	To-day, at Midnight.
SHANGHAI, KOBE & YOKOHAMA	CHILI	Fren.str.	—	Barotge	MESSAGERIES MARITIMES	On 28th inst., at 7 A.M.
SHANGHAI, KOBE & YOKOHAMA	BRISGAVIA	Ger. str.	k. w.	...	HAMBURG-AMERIKA LINIE	On 28th inst.
SHANGHAI	KWONGSANG	Brit. str.	—	W. F. Bichard	JARDINE, MATHESON & Co., LD.	On 29th inst., at D'light.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meatherat	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
SHANGHAI	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 31st inst.
SHANGHAI	BOHEMIA	Aus. str.	—	...	SANDER, WIEHLER & Co.	On 1st Aug., at 6 A.M.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	On 2nd Aug., at M'night.
SHANGHAI, KOBE & MOJI	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 6th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUELOW	Ger. str.	—	C. Nahrath	MELCHERS & Co.	About 6th Aug.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA	Brit. str.	—	H. N. Rivers, R.N.R.	P. & O. S. N. Co.	About 7th Aug.
SHANGHAI, KOBE & MOJI	GREGORY APCAR	Brit. str.	—	J. E. Drake	DAVID SASSOON & Co., LTD.	On 16th Aug.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YEDDO	Swed. str.	—	...	ARTHUR NILSSON & Co.	On 7th Sept.
SHANGHAI	TJIPANAS	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSEN KAISHA	On 6th Aug., at 10 A.M.
FOOCHOW VIA SWATOW & AMOY	KAIYO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 30th inst., at 2 P.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	To-morrow, at Noon.
SWATOW, AMOY & SHANGHAI	SINGAN	Brit. str.	1 m.	J. D. Milne	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SWATOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS, LAPRAIK & Co.	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS, LAPRAIK & Co.	On 29th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS, LAPRAIK & Co.	On 5th Aug, at 11 A.M.
MANILA	YUENSANG	Brit. str.	—	E. Schenk	JARDINE, MATHESON & Co., LD.	To-day, at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	RUBI	Am. str.	—	J. Miller	SHEWAN, TOMES & Co.	To-day, at 4 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 3th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 2nd Aug., at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Am. str.	—	F. S. McMurray	SHEWAN, TOMES & Co.	On 5th Aug., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &C.	TJIMAHI	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA S'PORE PORT S'HAM, PENANG & COLOMBO	INDO MARU	Jap. str.	—	M. Nemoto	OSAKA SHOSEN KAISHA	On 30th inst., P.M.
BOMBAY VIA SINGAPORE & COLOMBO	PENANG MARU	Jap. str.	—	Noma	NIPPON YUSEN KAISHA	On 4th Aug.
SINGAPORE, PENANG, RANGOON & CALCUTTA	TOSA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	To-day.
SINGAPORE, PENANG, & CALCUTTA	JELUNGA	Brit. str.	—	J. R. O. Sullivan	DAVID SASSOON Co., LTD.	On 2nd inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	P. M. B. Lake	JARDINE, MATHESON & Co., LD.	On 8th Aug., at 2 P.M.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—	J. Koehler	MELCHERS & Co.	End of Aug.
HAIPHONG	SUNGKIANG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	On 29th inst., at D'light.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER							TO L'POOL	
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive
EMPRESS OF INDIA	30 July.	2 Aug.	4 Aug.	6 Aug.	8 Aug.	20 Aug.	28 Aug.	4 Sept.
EMPRESS OF ASIA	13 Aug.	15 Aug.	17 Aug.	19 Aug.	21 Aug.	30 Aug.	4 Sept.	11 Sept.
EMPRESS OF JAPAN	27 Aug.	30 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.
MONTEAGLE	30 Aug.	4 Sept.	Moji 6 Sept.	7 Sept.	10 Sept.	24 Sept.	2 Oct.	9 Oct.
EMPRESS OF RUSSIA	10 Sept.	12 Sept.	N'saki 14 Sept.	16 Sept.	18 Sept.	27 Sept.	2 Oct.	9 Oct.
EMPRESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.

FROM L'POOL		FROM VANCOUVER						
Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
Leave	Arrive		Leave	Arrive	Arrive	Arrive Moji	Arrive	Arrive
—	—	MONTEAGLE	23 July.	8 Aug.	11 Aug.	13 Aug.	16 Aug.	19 Aug.
18 July.	25 July.	EMPRESS OF JAPAN	30 July.	13 Aug.	14 Aug.	N'saki 16 Aug.	18 Aug.	21 Aug.
1 Aug.	8 Aug.	EMPRESS OF RUSSIA	13 Aug.	24 Aug.	25 Aug.	27 Aug.	29 Aug.	1 Sept.
15 Aug.	22 Aug.	EMPRESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.	15 Sept.	18 Sept.
29 Aug.	5 Sept	EMPRESS OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.	26 Sept.	29 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC.	VIA NEW YORK.
EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN	Inclusive of Meals and Sleeper across Canada. £71.10	£71.10
	do. do. £65 —	£67 —
MONTEAGLE	Meals and Sleeper across Canada. £6 additional. £43 —	£45 —

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are now quadruple screw turbine steamers, the Finest, Fastest and most Luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
• MANILA	"YUENSANG"	Saturday, 26th July, 2 P.M.
† SHANGHAI	"KWONGSANG"	Tuesday, 29th July, D'light.
KOBE & MOJI	"SUISANG"	Wed'day, 30th July, Noon.
• MANILA	"LOONGSANG"	Saturday, 2nd Aug., 2 P.M.
†•SHANGHAI, KOBE and MOJI	"KUTSANG"	Wed'day, 6th Aug., Noon.
•SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 8th Aug., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG" and "KUTSANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

• Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'sin, Dalny, W'wei, T'tau&N'chwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 26th July, 1913. [14

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4,154 tons gross, Captain Chidley, will be despatched for YOKOHAMA, KOBE and MOJI on the 15th August, at 4 P.M., taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 19th July, 1913. [5

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON, HULL, LEITH & ROTTERDAM	"MONMOUTHSHIRE"	On 5th Aug.
LONDON, ROTTERDAM & ANTWERP	"FALLS OF ORCHY"	On 21st Aug.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF RUTHVEN"	On 29th July.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF COMBIE"	About 24th Aug.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF GLAMIS"	About 21st Sept.

For Further Particulars, apply to

Telephone No. 215 Sub Ex. No. 9.
Hongkong, 26th July, 1913. JARDINE, MATHESON & Co., LTD.,
AGENTS. [99

SHIPPING

ARRIVALS.

BANRI MARU, Japanese str., 2,369, M. Mase, 25th July—Moji 19th July, Coal.—Dodwell & Co.

GOLDENFELS, German str., 4,000, Diedrichsen, 25th July—Shanghai 22nd July, General.—Hamburg-Amerika Linie.

HAIMUN, British str., 615, J. W. Evans, 25th July—Swatow 24th July, General.—Douglas, Lapraik & Co.

JOHANNE, German str., 952, U. Ipland, 25th July—Tegal, General.—Jebsen & Co.

KWONGSANG, British str., 1,428, W. F. Bichard, 25th July—Swatow 24th July, General.—Jardine, Matheson & Co.

PETER RICKMERS, German str., 3,100, Schwegmann, 25th July—Moji 19th July, Coal.—Mitsui Bussan Kaisha.

TAIWAN, British str., 1,047, Jenkins, 24th July—Saigon 20th July, Rice and Meal.—Chinese.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

July 25th.

ANHUI, British str., for Shanghai.
GOLDENFELS, German str., for Straits.
TJIMAHI, Dutch str., for Batavia.
YUENSANG, British str., for Manila.

DEPARTURES.

July 25th.

BENLAWERS, British str., for Saigon.
CHENAN, British str., for Canton.
CHIYUEN, Chinese str., for Shanghai.
HAICHING, British str., for Swatow.
KAMOR, Norwegian str., for Bangkok.
KIUKIANG, British str., for Canton.
KYODO MARU, Jap. str., for Newchwang.
NANKIN, British str., for Yokohama.
OPLAND, Norwegian str., for Saigon.
TRIUMPH, German str., for Hoihow.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Chiyo Maru* arrived at Yokohama from Honolulu on the 18th July, and is due in Hongkong via Manila on the 31st July.

The T.K.K. str. *Nippon Maru* left San Francisco from Honolulu on the 19th July, and is due here on the 15th August.

The P.M. str. *Manchuria* arrived at Manila on the 22nd July, and will sail for Hongkong on the 26th July, between 2 and 4 p.m.

THE AUSTRALIAN MAIL.

The E. & A. str. *Empire* left Sydney for this port (via Queensland ports, Port Darwin, Timor and Manila) on the 5th July, and may expected to arrive here on or about 28th July.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 17th July, and is expected here on the 28th July.

The E. & A. str. *Aldenham* left Sydney on the 9th July, for this port (via Queensland ports and Manila), and may be expected to arrive here on the 31st July.

MERCHANT STEAMERS.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Moji for this port on the 21st July, and is expected here on the 26th July.

The N.Y.K. str. *Atsuta Maru* (European Line) left Shanghai for this port on the 25th July, and is expected here on the 28th July.

The N.Y.K. str. *Inaba Maru* (Australian Line) left Nagasaki for this port on the 24th July July, and is expected here on the 28th July, a.m.

The Danish str. *Tranquebar* left Penang on the 22nd July, and may be expected here on or about the 29th July.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Bombay for this port via ports on the 11th July, and is expected here on the 30th July.

The Ben Line str. *Benvenue*, from Antwerp, Middlesbro', and London left Singapore on the 24th July, for this port, and may be expected to arrive here on or about the 30th July.

The N.Y.K. str. *Colombo Maru* (Calcutta Line) left Calcutta for this port via ports on the 14th July, and is expected here on the 2nd August.

The N.Y.K. str. *Shidzuoka Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 26th July, and is expected here on the 3rd August.

The N.Y.K. str. *Iyo Maru* (European Line) left Marseilles for this port via ports on the 12th July, and is expected here on the 13th August.

The N.Y.K. str. *Tamba Maru* (American Line) left Seattle for this port on the 15th July, and is expected here on the 17th August.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Saisang, from Singapore, is due in Hongkong 30th July.
Kutsang, from Calcutta, is due in Hongkong 3rd August.
Foushing, from Karatzu, is due in Hongkong 27th July.
Hangsang, from Shanghai, is due in Hongkong 28th July.

SHIRE LINE, LIMITED.

Den of Ruthven, from Singapore, is due in Hongkong 27th July.
Falls of Orchy, from Pacific Coast, is due in Hongkong 14th August.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA ..... Capt. E. P. Martin, R.N.R...	About 31st July.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE ..... Capt. G. J. Coldwell.....	Noon, 2nd Aug.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES...	SIMLA ..... Capt. G. Philipps	About 6th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NYANZA ..... Capt. H. N. Rivers, R.N.R ...	About 7th Aug.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 25th July, 1913. 1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI.....	"CHENAN"	On 26th July, M'night.
SWATOW, AMOY & SHANGHAI ...	"SINGAN"	On 27th July, D'light.
TSINGTAU, CHEFOO, NEWCHWANG & CHINWANTAO	"ICHANG"	On 28th July, 4 P.M.
HAIPHONG	"SUNGKIANG"	On 29th July, D'light.
MANILA, CEBU and ILOILO.....	"TAMING"	On 30th July, 4 P.M.
SHANGHAI.....	"LUCHOW"	On 31st July, 4 P.M.
SHANGHAI.....	"YINGCHOW"	On 2nd Aug., M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
Hongkong, 26th July, 1913. TELEPHONE 36. AGENTS [7

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	On 28th July.	On 16th Aug., 11 A.M.
ALDENHAM	On 31st July.	

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

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HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. BRISGAVIA... ... 28th July.
S.S. BELGRAVIA ... 30th July.
S.S. SCANDIA ... ... 14th Aug.
S.S. SENEGAMBIA ... 26th Aug.
S.S. UCKERMARK ... 28th Aug.
S.S. LIBERIA ... ... 11th Sept.
S.S. ARABIA ... ... 23rd Sept.

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:
S.S. GOLDENFELS ... 26th July.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (OR).
S.S. BRISGAVIA ... 31st July.
FOR BOSTON & NEW YORK:
S.S. ARAGONIA ... ... 1st Aug.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. PREUSSEN ... ... 12th Aug.
FOR HAVRE, DUNKIRK, ROTTERDAM & HAMBURG:
S.S. BERMUDA ... ... 18th Aug.
FOR MARSEILLES & HAMBURG:
S.S. SAXONIA ... ... 22nd Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 26th July, 1913 19

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	TUESDAY, 29th July, at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY, 5th Aug., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... ... Capt. J. W. Evans ... SUNDAY 27th July, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Months of JULY and AUGUST FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU,

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU,
INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU ...	W. W. Greene ...	THURSDAY, 7th Aug., NOON.
NIPPON MARU	A. G. Stevens ...	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU ...	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith ...	THURSDAY, 25th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU on THURSDAY, the 7th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,200 ...	TUESDAY, 5th Aug, at Noon.
BUYO MARU	10,500 ...	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500 ...	WED'DAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller... ..	Manila, Mangarin, Cebu and Iloilo	On 26th July, 4 P.M.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 5th Aug., 4 P.M.

Electric Light. Fans in every Cabins. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.
Hongkong, 17th July, 1913. PHILIPPINES S.S. Co. [10

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
‡ "CHICAGO MARU" ...	Goto	THURSDAY, 7th Aug, at 1 P.M.
† "CANADA MARU" ...	K. Hori ...	SATURDAY, 23rd Aug., at 1 P.M.
‡ "TACOMA MARU" ...	T. Hamada ...	THURSDAY, 4th Sept., at 1 P.M.
† "PANAMA MARU" ...	J. Kanao ...	WED'DAY, 17th Sept, at 1 P.M.
‡ "SEATTLE MARU" ...	T. Saito ...	THURSDAY, 2nd Oct., at 1 P.M.
† "MEXICO MARU" ...	N. Kobayashi ...	WED'DAY 15th Oct., at 1 P.M.

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.
‡ Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

Steamer	Captain	Leaving
"INDO MARU"	K. Komiya ...	WED'DAY, 30th July, P.M.
"LUZON MARU" ...	H. Yamamoto ...	TUESDAY, 26th Aug., 4 P.M.
"SAIGON MARU" ...	T. Yamaguchi ...	MONDAY, 22nd Sept., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"SAIGON MARU" ...	T. Yamaguchi ...	FRIDAY,	22nd Aug., P.M.
"INDO MARU"	K. Komiya ...	SATURDAY,	20th Sept., P.M.
"LUZON MARU" ...	H. Yamamoto ...	TUESDAY,	21st Oct., P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" ...	Y. Yamamoto ...	WED'DAY, 30th July, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokushige ...	SUNDAY, 27th July, at Noon.
"DAIJIN MARU" ...	M. Nagano ...	SUNDAY, 3rd Aug., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro...	WED'DAY, 6th Aug., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro ...	FRIDAY, 1st Aug.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER
Second Floor, No. 1, Queen's Building.

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NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMER	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ...	"YORCK," Capt. H. FORMES,	1,7000	Wed'day, 6th Aug., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"EUELOW," Capt. C. NAHRATH,	16,900	About Wed'day, 6th Aug.
MANILA, YAP, MARONN, NEW-GUINEA, BRISBANE, SYDNEY and MELBOUNE	"PRINZ SIGISMUND," Capt. D. LENZ,	6,000	Saturday, 9th Aug., at 9 A.M.
KOBE...	"PRINZ WALDEMAR," Capt. H. BREMER.	6,000	About Tuesday, 19th Aug.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER,	5,000	About End of August.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 25th July, 1913 4

ON SALE.

THE

DIRECTORY

and

CHRONICLE

FOR

CHINA, JAPAN, COREA, INDO-CHINA, STRAITS SETTLEMENTS, MALAY STATES, SIAM, NETHERLANDS INDIA, BORNEO, THE PHILIPPINES, ETC.

FOR THE YEAR

1913.

OVER 1,800 PAGES 15 MAPS AND PLANS.

TO BE OBTAINED AT THE OFFICE OF

THE "HONGKONG DAILY PRESS,"

OR

MESSRS. KELLY & WALSH, LTD.

SHIPPING IN PORT.

STEAMERS.

ANHUI, British str., 1,354, J. E. Harris 23rd July—Shanghai 17th July, General.—Butterfield & Swire.

ATAGOSAN MARU, Japanese str., 2,523, K. Kawamura, 7th July—Miike 2nd July, Coal.—Mitsui Bussan Kaisha.

BENCLEUCH, British str., G. McMillan, 30th June—Moji 24th June, Coal.—Gibb, Livingston & Co.

CHENAN, British str., 1,355, Lloyd-Jones 24th July—Shanghai 20th July, Mails and General.—Butterfield & Swire.

CHINA, American str., 3,186, H. Thompson, 22nd July—San Francisco 21st June, General.—Pacific Mail S.S. Co.

DAIGI MARU, Japanese str., 884, S. Tokushige, 24th July—Swatow 23rd July, General.—Osaka Shosen Kaisha.

EMPRESS OF INDIA, British str., 3,032, A. J. Hailey, 24th July—Vancouver 3rd July, Flour and General.—Canadian Pacific Railway Co.

FUKUI MARU, Japanese str., 3,087, H. Tominaka, 24th July—Moji 17th July, Coal.—Mitsui Bussan Kaisha.

GLENSTRAE, British str., 3,054, J. McGillivray, 18th July—Shanghai 15th July, General.—Shewan, Tomes & Co.

HAICHING, British str., 1,267, W. C. Passmore, 23rd July—Swatow 22nd July, General.—Douglas, Lapraik & Co.

HALDIS, Norwegian str., 1,065, Jurgensen, 2nd July—Amoy 1st July, General.—Java-China-Japan Lijn.

HALVARD, Norwegian str., 1,066, C. Anderson, 22nd July—Java 12th July, Sugar.—Java-China-Japan Lijn.

HANYANG, British str., 1,206, John Cogan, 23rd July—Samarang 15th July, Sugar.—Butterfield & Swire.

ICHANG, British str., 1,228, W. Shane, 23rd July—Chingwantao 17th July, Coal.—Butterfield & Swire.

INDRAMAYO, British str., 3,370, Wise, 19th July—Manila 16th July, Ballast.—Shewan, Tomes & Co.

JELUNGA, British str., 3,360, J. R. O'Sullivan, 22nd July—Moji 17th July, General.—David Sassoon & Co.

KINKASAN MARU, Japanese str., 2,246, H. Koizumi, 19th July—Miike 13th July, Coal.—Mitsui Bussan Kaisha.

KIUKIANG, British str., 1,228, Robertson, 22nd July—Chingwantao 15th July, Coal.—Butterfield & Swire.

KIYO MARU, Japanese str., 5,757, Hashimoto, 18th July—Moji 13th July, General.—Toyo Kisen Kaisha.

KWANGTAH, Chinese str., 1,538, C. Stewart, 23rd July—Shanghai 18th July, General.

LAERTES, British str., 1,340, Wawn, 21st July—Saigon 17th July, Rice.—Chinese.

LORD SELTON, British str., 2,792, W. L. Clifborn, 13th July—Port Arthur 27th April, Case Oil.—Dodwell & Co.

LYEMON, British str., 4,814, J. W. Walker, 19th July—Singapore 14th July, General.—Butterfield & Swire.

MATHILDE, German str., 828, Schlaikier, 20th July—Hoihow 19th July, General.—Jebsen & Co.

MEXICAN PRINCE, British str., 1,053, J. C. Young, 8th July—Singapore 1st July, Oil.—Asiatic Petroleum Co.

RUBI, American str., 2,797, James Miller, 22nd July—Manila 19th July, General.—Shewan, Tomes & Co.

SANUKI MARU, Japanese str., 3,789, K. Sudzuki, 20th July—Seattle 17th June, Flour and General.—Nippon Yusen Kaisha.

SABINE RICKMERS, Dutch str., 573, Jagt, 21st July—Tamsui 19th July, Bulk Oil.—Asiatic Petroleum Co.

SIAM, British str., 992, F. Prynne, 22nd July—Antung 17th July, Ballast.—Asiatic Petroleum Co.

SILESIA, German str., 4,810, H. Christiansen, 15th July—Singapore 13th July, General.—Hamburg-Amerika Linie.

SIGNAL, German str., 907, P. E. Christiansen, 15th July—Tourane 12th July, Salt and General.—Jebsen & Co.

TJIPANAS, Dutch str., 2,444, A. Olderbridge, 22nd July—Batavia 12th July, General.—Java-China-Japan Lijn.

TORILLA, British str., 3,189, C. J. Swanson, 22nd July—Calcutta 6th July, General.—David Sassoon & Co.

TUNGSHING, British str., 1,472, L. Hussey, 19th July—Bangkok and Swatow 3rd July, Rice.—Jardine, Matheson & Co.

SAMSEN, German str., 998, R. Petersen, 24th July—Swatow 23rd July, Rice and General.—Butterfield & Swire.

SEANGCHOON, British str., 3,775, W. R. Larkins, 23rd July—Rangoon 12th July, General.—Chinese.

SENTA, German str., 992, Jensen, 24th July—Bangkok 16th July, Rice.—Order.

VARG, Norwegian str., 874, J. Jobsen, 6th July—Bangkok 29th June, Rice.—Chinese.

YAMOTO MARU, Japanese str., 2,953, Nishiama, 17th July—Dairen 11th July, Coal.—Order.

YUENSANG, British str., 1,128, E. Schenk, 22nd July—Manila 19th July, General.—Jardine, Matheson & Co.

YUSHUN, Chinese str., 1,079, A. B. Baines, 24th July—Chefoo 17th July, General.

There is nothing so delicious during the **HOT SEASON** for **TIFFIN** or **DINNER** as

JUNKET WITH STEWED FRUIT.

This can be easily prepared by using the famous

B. & T. JUNKET TABLETS

which can be ordered at **$3** per cardboard box containing 12 Glass Tubes of 24 Tablets.

FROM—

HUGO C. A. FROMM,

Whiteaway, Laidlaw Building,

20, Des Vœux Road Central.

Telephone 960.

Hongkong, 21st July, 1913. [44

NOTICE POST OFFICE

The *Manchuria*, with the American Mail, will leave Manila to-day, between 2 and 4 p.m., and may be expected to arrive here on Monday, the 28th inst.

The American Mail ex s.s. *Chiyo Maru* has been transferred to the s.s. *Atsuta Maru*, which is expected here on Monday, the 28th inst.

FOR	PER	DATE
Chefoo and Newchwang ...	*Eiger* ...	Saturday, 26th, 11.00 A.M.
Philippine Islands	*Yuensang* ...	Saturday, 26th, 1.00 P.M.
Batavia, Cheribon, Samarang, and Sourabaya	*Tjimahi* ...	Saturday, 26th, 1.00 P.M.
Macao ...	*Sui Tai* ...	Saturday, 26th, 1.15 P.M.
Japan via Kobe ...	*Torilla* ...	Saturday, 26th, 3.00 P.M.
Philippine Islands ..	*Rubi* ...	Saturday, 26th, 3.00 P.M.
Japan via Yokohama ...	*Bloemfontein* ...	Saturday, 26th, 4.00 P.M.
Shanghai and North China (EUROPE via SIBERIA)	*Chenan* ...	Saturday, 26th, 5.00 P.M.
Swatow, Amoy, Shanghai and North China ..	*Singan* ...	Saturday, 26th, 5.00 P.M.
Swatow ...	*Haimun* ...	Sunday, 27th, 9.00 A.M.
Swatow, Amoy and Formosa via Tamsui ...	*Daigi Maru* ...	Sunday, 27th, 9.00 A.M.
Tsingtau, Chefoo, Newchwang & Chingwantao	*Ichang* ...	Monday, 28th, 3.00 P.M.
Haiphong and Pakhoi ...	*Sungkiang* ...	Monday, 28th, 5.00 P.M.
Shanghai and North China ...	*Kwongsang* ...	Monday, 28th, 5.00 P.M.
Swatow, Amoy and Foochow ...	*Haitan* ...	Tuesday, 29th, 10.00 A.M.
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO ...	*China* ...	Tuesday, 29th, Printed Matter, and Samples ... 10.00 A.M. Registration ... 10.15 A.M. (Registration with late fee of 10 cents up to 11.00 A.M.) Registration Kowloon B.O. at 10.00 A.M. Letters ... 11.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ...	*Ernest Simons*	Tuesday, 29th, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.15 A.M. (Registration, with late fee of 10 cents, up to 11.00 A.M.). Registration Kowloon B.O.... 10.15 A.M. Letters ... 11.00 A.M.
Straits and India via Calcutta ...	*Jelunga* ...	Tuesday, 29th, 2.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle, Wash. ...	*Sanuki Maru* ...	Tuesday, 29th, 3.00 P.M.
Japan via Nagasaki ..	*Nikko Maru* ...	Tuesday, 29th, 4.00 P.M.
Straits and Ceylon...	*Atsuta Maru* ...	Tuesday, 29th, 5.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island	*Inaba Maru* ...	Wednesday, 30th, 10.00 A.M.
Japan via Kobe ...	*Suisang* ...	Wednesday, 30th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA) ...	*Empress of India*	Wednesday, 30th, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.00 A.M. Registration with late fee of 10 cents up to 10.30 A.M. Registration Kowloon B.O.... 9.30 A.M. Letters ... 11.00 A.M.
Philippine Islands ...	*Taming* ...	Wednesday, 30th, 3.00 P.M.
Shanghai and North China ...	*Luchow* ...	Thursday, 31st, 3.00 P.M.
		—: AUGUST :—
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI Late Letters 11.00 to NOON. Extra (Postage 10 cents). (Supplementary mail on board up to the times fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)... The Parcel mail will be closed on Friday, 1st August at 5 p.m. ...	*Assaye* ...	Saturday, 2nd, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M.) Registration, Kowloon B.O ... 9.30 A.M. Letter ... 11.00 A.M.
Philippine Islands ...	*Loongsang* ...	Saturday, 2nd, 1.00 P.M.
Shanghai and North China (EUROPE VIA SIBERIA)	*Yingchow* ...	Saturday, 2nd, 5.00 P.M.
Swatow, Amoy and Foochow ...	*Haiching* ...	Tuesday, 5th, 10.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronel ...	*Kiyo Maru* ...	Tuesday, 5th, 11.00 A.M.
Philippine Islands...	*Zafiro* ...	Tuesday, 5th, 3.00 P.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via NAPLES ...	*Yorck* ...	Wednesday, 6th, Printed Matter and Samples ... 8.30 A.M. Registration ... 8.30 A.M. Registration, Kowloon B.O. ... 8.00 A.M. Letters ... 9.00 A.M.
Shanghai, North China, and Japan via Kobe	*Kutsang* ...	Wednesday, 6th, 11.00 A.M.
Straits, and India via Calcutta ...	*Namsang* ...	Friday, 8th, 1.00 P.M.
Philippine Islands, Yap, Angaur, Samarai, Maronn, Fredrich Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Tasmania, New Zealand S. and W. Australia via Brisbane	*Prinz Sigismund*...	Saturday, 9th, 8.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

July 25th.

ON LONDON:—
- Telegraphic Transfer 1/11⅝
- Bank Bills, on demand 1/11⅝
- Bank Bills, at 30 days' sight 1/11¾
- Bank Bills, at 4 months' sight ...1/11⅞
- Credits, at 4 months' sight.........2/-$\frac{3}{16}$
- Documentary Bills 4 months' sight 2/-$\frac{3}{16}$

ON PARIS:—
- Bank Bills, on demand 249
- Credits, at 4 months' sight.........254

ON GERMANY:—
- On demand..........201½

ON NEW YORK:—
- Bank Bills, on demand 48
- Credits, at 60 days' sight 49

ON BOMBAY:—
- Telegraphic Transfer 148
- Bank, on demand 148¼

ON CALCUTTA:—
- Telegraphic Transfer 148
- Bank, on demand 148¼

ON SHANGHAI:—
- Bank, at sight 73½
- Private, 30 days' sight 74⅜

ON YOKOHAMA:—On demand 96½
ON MANILA:—On demand—Pesos—97
ON SINGAPORE:—On demand..........84½
ON BATAVIA:—On demand 119
ON HAIPHONG:—On demand ....1¼ %. pm.
ON SAIGON:—On demand..........1 "
ON BANGKOK:—On demand..........78⅜ "
SOVEREIGNS, Bank's Buying Rate ...$10.05
GOLD LEAF, 100 fine, per tael $52.80
BAR SILVER, per oz. 27¼

SUBSIDIARY COINS.

			per cent.
Chinese ......20 cents pieces		......$7.12	discount
Chinese 10	,,	......$7.68	,,
Hongkong ...20	,,	......$6.00	,,
Hongkong ...10	,,	......$7.16	,,

MAILS VIA SIBERIA.

London Date	Due Shanghai
July 11th.	July 26th.

THE CIGARETTES OF DISTINCTION.

ALWAYS FRESH STOCKS.

SOLD EVERYWHERE.

92

SHARE LIST.—QUOTATIONS.

HONGKONG, 25TH JULY, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai Bank Corporation...	120,000	$125	all	$800 buyers; L'don £80	5½ p.c.
China Borneo Company, Limited ...	60,000	$12	all	$10½	8½ p.c.
China Light and Power Company, Ld. ...	50,000	$5	all	$4, sales	
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$9, sellers	7¾ p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 120, buyers	
Hongkong Cotton Spinning Co., Ld....	125,000	$10	all	$9⅞, sellers	
Dairy Farm Company, Limited ...	40,000	$7½		$26½, buyers	5 p.c.
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$97, buyers	5 p.c.
H'kong and Whampoa Dock Co., Ld...	50,000	$50	all	$84½, buyers	3 p.c.
New Amoy Dock Co., Limited...	10,000	$6¼	all	$8½, sel. [buy.	7½ p.c.
S'hai Dock and Engineering Co., Ld...	55,700	Tls. 100	all	Tls. 51, x. div.	
S'hai and Hongkew Wharf Co., Ld....	36,000	Tls. 100	all	Tls. 110	
Green Island Cement Co., Limited...	400,000	$10	all	$7½, sellers	
Hongkong Electric Co., Limited ...	60,000	$10	all	$40½, sales	4 p.c.
Hongkong Hotel Company, Limited	12,000	$50	all	$124, buyers	5 p.c.
	8,000		$25	$91, buyers	
Manila Metropole Hotel Limited ...	15,000	Ps. 10	all	P8½, sellers	
Hongkong Ice Company, Limited ..	5,000	$25	all	$180, sellers	5½ p.c.
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$25¼, sales	9½ p.c.
H'kong & South China Steam Fishers Co., Ld.	15,000	$10	all	$3, sellers	
Hongkong Steel Foundry Co., Ld. ...	15,000	$10	all	$10	
Hongkong Tramway Co., Ld. ...	325,000	5/-	all	7/4, buyers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$296½, buyers	6 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$148, sales	6¾ p.c.
Hongkong Fire Insurance Co., Ld. ...	8,000	$250	$50	$356, buyers	7½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 137 buyers	
Union Insurance Society, Limited	12,400	$250	$10.	$790, sellers	6¼ p.c.
Yangtsze Insurance Association, Ld ..	12,000	$100	$50	$195 @ Ex 73	
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ld	50,000	$100	all	$118, buyers	6¼ p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$8¼, buyers	5½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$40, buyers	7 p.c.
Shanghai Land Investment Co., Ld. ..	78,000	Tls. 50	all	Tls. 90	
West Point Building Co., Limited	12,500	$50	all	$74½	5¾ p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	25,000	Gds. 10	all	Tls. 35, buyers	
MINING.—					
Chinese Engineering and M. Co. Ld ..	1,000,000	£1	all	30/	
Heawood Tin and Rubber Estate Ld ..	822,000	2/-	all	3/6	
Raub Australian Gold Mining Co., Ld	200,000	£	all	$3¼, sellers	
Tronoh Mines, Limited ...	160,000	£1	all	56/6	
Peak Tramways Co., Limited ..	25,000	$1	all	$10, sales	7¼ p.c.
	50,000	$1	$1	$0.92½, sellers	
Philippine Co., Limited ...	75,000	$1	all	$5	
Pulpes et Papeteries du Tonkin Societe des	13,200	$50	all	$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	..	$95, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	$100	all	$35, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld ..	30,000	$25	all	$10	
Douglas Steamship Co., Limited. ..	20,000	$50	all	$31¼, buyers	5 p.c.
H'kong, Canton & Macao S.B. Co., Ld.	80,000	$15	all	$27, sales	7½ p.c.
Indo-China Steam Navigation Co. Ld	60,000 pref.	£5	all	$81, x. div.sel.	L'don £8. 10s.
	60,000 def.				
Shell Transport & Trading Co., Ld ..	2,500,000	£1	all	107/6, sellers	6 p.c.
Star Ferry Company, Limited ..	30,000	$10	all	$54½, buyers	3¾ p.c.
South China Morning Post, Limited ...	6,000	$25	all	$22	
Steam Laundry Company, Limited ...	20,000	$5	all	$3.90, buyers	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited ..	1,200	$10	all	$25	
Gande, Price & Co., Limited ...	50,000	$10	all	$5	
Powell, Wm., Limited	15,000	$7	all	$11, buyers	4¾ p.c.
Watson & Co., A. S. Limited	90,000	$10	all	$8, sellers	
Weissmann, Limited ...	3,000	$10	all	$51, buyers	
United Asbestos Oriental Agency Ld. ..	9,900 ordy.	$10	$4	$9½	8 p.c.
	100 fders	$10	all	$500	
Union Waterboat Co., Limited ...	50,000	$10	all	$18, sellers	5½ p.c.

Para Rubber in London ... ... 3/8½ per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers*

TO-NIGHT

9.15 P.M.—A Grand Promenade Concert on the Hongkong Cricket Club Ground.

FORTHCOMING EVENTS.

Monday, 28th July:—
3 P.M.—Auction of Crown Land at Tai Ping Shan, by Public Works Dept.

Thursday, 31st July:—
3 P.M.—Watkins, Ltd., General Meeting in the Office of the Liquidator, New Government Building.

VISITORS TO CANTON Should Purchase

"FROM HONGKONG TO CANTON BY THE PEARL RIVER,"

BY

CAPTAIN C. V. LLOYD.

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PETER, NESTLÉ and KOHLER CHOCOLATES.

PRIZE COMPETITION NO. 5. (July).

This month we are offering PRIZES FOR "COUPLETS," or two lined rhymes. Each "COUPLET" must contain one or other of the following names:—

PETER, NESTLE OR KOHLER.

The name selected may be placed anywhere in the "COUPLET," as long as the rhythm is preserved.

For your guidance we give you a few examples:—

NESTLE'S is the best.
Put it to the test.

Prince of Chocolates is **PETER'S**
Which commands a host of eaters.

The bonbons that you ought to buy
Are **KOHLER'S**, get a tin and try.

CONDITIONS.

Every three "COUPLETS" to be accompanied by a PETER'S, NESTLE'S or KOHLER'S Wrapper. So for one wrapper you may send more than one "Couplet."

"Couplets" may be sent in under a nom de plume, which, if a winner, will be published in the Local Papers. Your name will be treated confidentially by us.

The First Prize will be one of our WRIST WATCHES, and will be given for what we consider the best "Couplet."

Consolation Prizes consisting of Chocolate will be given for "Couplets" which we consider are deserving of such.

Imitation being the sincerest form of flattery, we reserve the right to make future use of the "COUPLETS" without disclosing the authors' names.

Post your attempts to Messrs. PETER'S and NESTLE'S, P.O. Box No. 351, Hongkong, not later than 31st July, 1913. [34-2

THE MOST POPULAR BRAND OF

HOME BOTTLED GUINNESS STOUT

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TRADE MARK

"THE BOAR'S HEAD" BRAND OF ALE & STOUT.

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GANDE, PRICE & CO., LTD.,

WINE MERCHANTS,
6, QUEEN'S ROAD CENTRAL.
HONGKONG.

TELEPHONE No. 135. [42-2

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years, FROM 1874 TO 1909.

PRICE $2 CASH.

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ON SALE.

MAIL TABLES FOR 1913.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... ... 30 Cents.
On Paper ... . 25 "

On Sale at the *Hongkong Daily Press* Office.

Hongkong 10th January, 1913.

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